



Final Report | 1.22.04

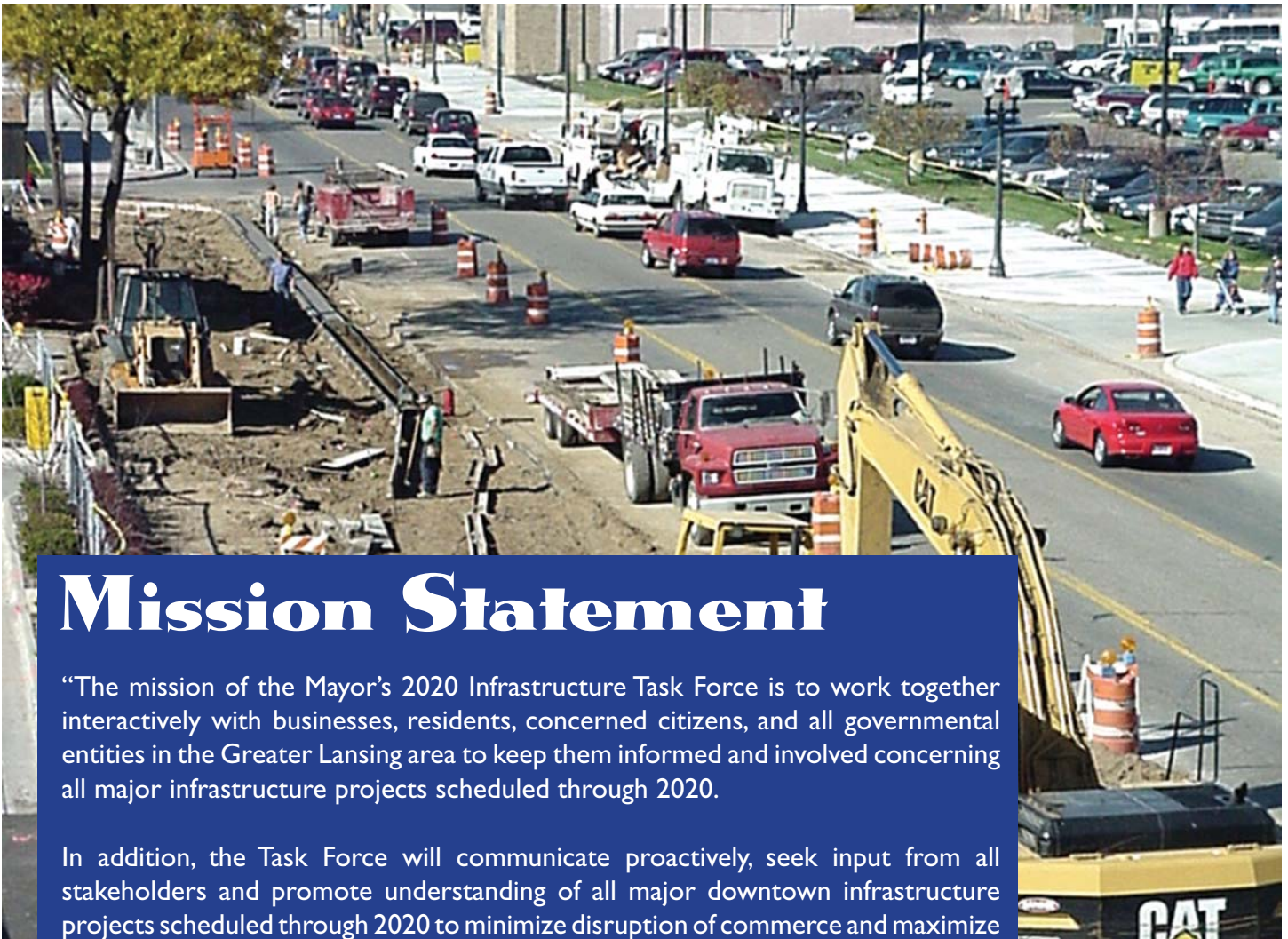
*Mayor's*

# DOWNTOWN 2020

## Volume I - Summary Report

Infrastructure **TASK FORCE**

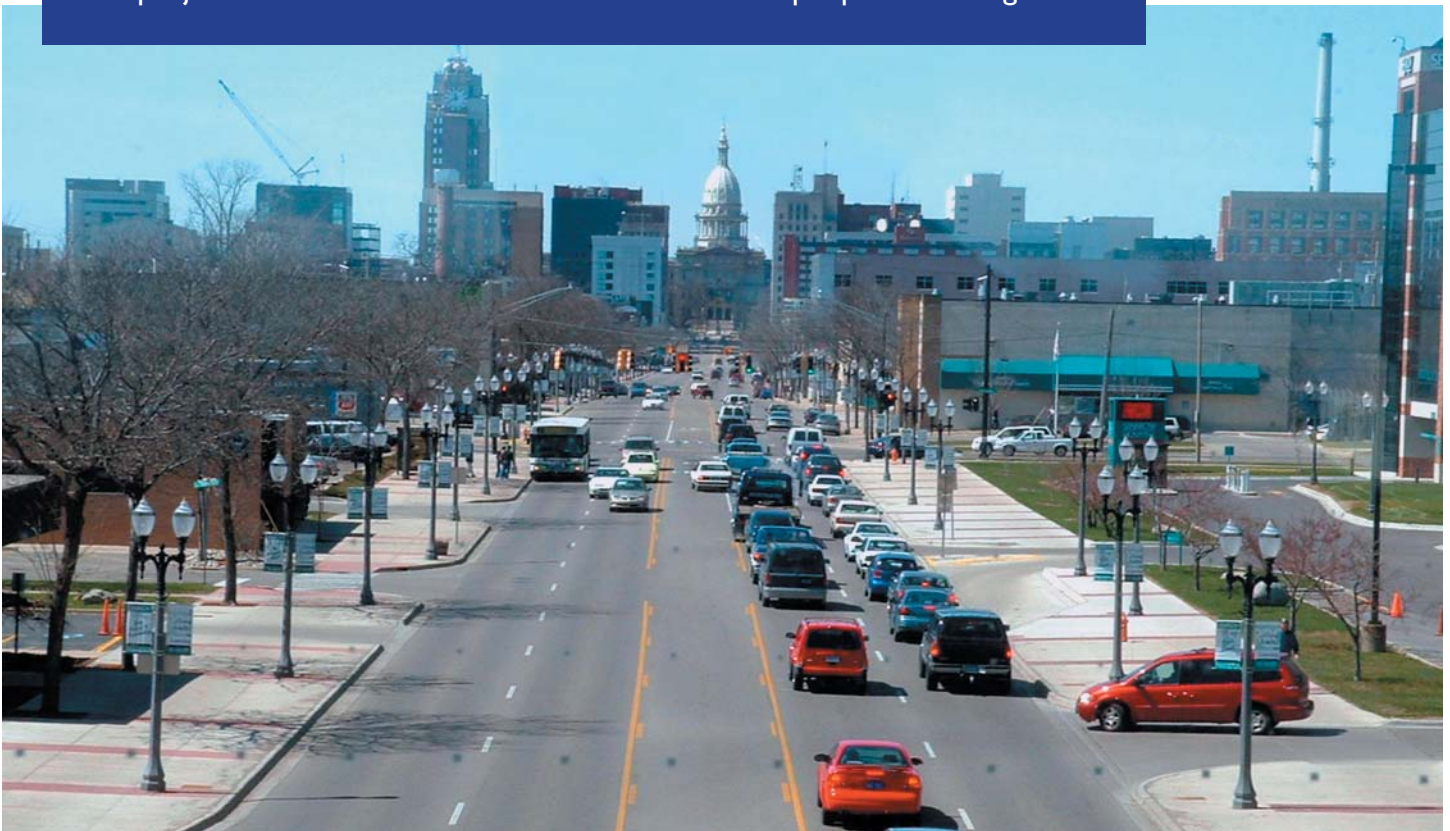




# Mission Statement

“The mission of the Mayor’s 2020 Infrastructure Task Force is to work together interactively with businesses, residents, concerned citizens, and all governmental entities in the Greater Lansing area to keep them informed and involved concerning all major infrastructure projects scheduled through 2020.

In addition, the Task Force will communicate proactively, seek input from all stakeholders and promote understanding of all major downtown infrastructure projects scheduled through 2020 to minimize disruption of commerce and maximize each project’s cost-effectiveness and benefits for all the people of Lansing.”





## OFFICE OF THE MAYOR

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Tony Benavides, Mayor

November 17, 2004

To the Lansing Community:

I am pleased to present to the community the final report of the Mayor's Downtown 2020 Infrastructure Task Force. The task force was created in response to concerns expressed by downtown business owners about disruption from proposed construction. With the downtown facing years of construction related to the City's Combined Sewer Overflow (CSO) Control Program, it became apparent that a comprehensive plan was necessary to address these issues.

To this end, the Task Force was created in January of 2004. The Task Force included a diverse group of individuals and organizations representing the downtown area. These volunteers were charged with identifying strategies to enhance our downtown image, to minimize disruption of commerce, and to promote integration, cost effectiveness and advance communication of all significant infrastructure projects scheduled in the downtown area through the year 2020.

I am proud to present you with the collective results of the Task Force. The outcome of this report will result in several positive benefits. The most important is that it will provide a carefully thought out segmentation schedule for all CSO construction scheduled in the downtown area. This advance schedule will assist business owners, citizens, and the City in properly planning for all issues related to future construction activities.

I want to express my deepest gratitude to the 2020 Task Force participants for their dedication and cooperation. I also want to recognize the good work of the Department of Public Service for organizing the task force and helping produce this excellent report and guideline. Their collective efforts have resulted in a product that will allow us to better serve our business owners, residents, and visitors as we improve the infrastructure so vital to the Lansing community.

Sincerely,

A handwritten signature in blue ink that reads "Tony Benavides".

Tony Benavides  
Mayor

"Equal Opportunity Employer"



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## VOLUME II - SUBCOMMITTEE REPORTS and SUPPLEMENTAL INFORMATION

Bound  
Separately

Volume II is available for review at the  
Public Service Department offices on  
the seventh floor of City Hall.  
Copies of Volume II on compact disc are  
also available from the Public Service  
Department, upon request.

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# INTRODUCTION



The City of Lansing is in the midst of economic and environmental revitalization. From new sewers, utilities, and roadways, to streetscaping, park benches and modern trash receptacles, every improvement supports what is sure to be a prosperous future. While the outlook is grand, the day to day reality of living through the necessary construction can cause inconvenience, frustration and hardship. This is especially true if you don't see it coming.

**"It is never too late to retool your strategy to best meet the needs of the community"**

Enter the Mayor's Downtown 2020 Infrastructure Task Force (2020 Task Force). They were given the charge of working

together with businesses, residents, and concerned citizens in the Greater Lansing area to develop ways to keep them informed and involved concerning the Combined Sewer Overflow (CSO) Control Program, the Capital Loop Project, and all major infrastructure projects currently scheduled through 2020. The Mayor initiated this effort in response to concerns expressed by downtown business owners about the disruption caused by ongoing construction efforts.

Even though a great amount of thought and effort goes into planning these major construction efforts, there is always room for improvement. No matter how important infrastructure upgrades are, the vitality of Downtown Lansing must be preserved even while we work.

The efforts of the 2020 Task Force, made up of five subcommittees, prove that it is never too late to retool your strategy to best meet the needs of the community.

## Task Force Overview

### Formation

In late 2003, an invitation was distributed to downtown business and property owners, civic leaders, neighborhood associations, and local residents welcoming their participation on the Mayor's 2020 Infrastructure Task Force.

#### **NEWS ADVISORY FROM THE CITY OF LANSING**

#### **MAYOR TONY BENAVIDES**

For Immediate Release: Mayor's Office 483-4141  
January 20, 2004 David Berridge, Task Force Coordinator 483-4452

**FIRST MEETING OF MAYOR'S 2020 INFRASTRUCTURE  
TASK FORCE TO BE HELD TOMORROW MORNING**  
Group of Downtown Business Owners to Meet Regularly with City Officials  
To Plan and Monitor Infrastructure Projects Scheduled Now through 2020

### Downtown Study Area Boundaries

For the purposes of the 2020 Task Force, the downtown area was defined as the area bounded by I-496, Pennsylvania Avenue, Oakland Avenue, and M.L. King Jr. Boulevard.



## Mission

"The mission of the Mayor's 2020 Infrastructure Task Force is to work together interactively with businesses, residents, concerned citizens, and all governmental entities in the Greater Lansing area to keep them informed and involved concerning all major infrastructure projects scheduled through 2020.

In addition, the Task Force will communicate proactively, seek input from all stakeholders and promote understanding of all major downtown infrastructure projects scheduled through 2020 to minimize disruption of commerce and maximize each project's cost-effectiveness and benefits for all the people of Lansing."

## Objectives

The Task Force was charged with developing a report that includes recommendations for a comprehensive schedule and plan for administering construction activities in the downtown area. This report was to make recommendations for improving the program that were considerate to the needs of the downtown stakeholders and residents.

## Task Force Meetings

The first meeting of the 2020 Task Force was held on January 21, 2004, at the Parthenon Restaurant. Over fifty people were in attendance, including State Representative Michael Murphy. The opening address was given by David Wiener, the Mayor's Executive Assistant. A brief history and charge of the Task Force was given by David Berridge, the Director of Public Service. Parting words from Mayor Tony Benavides closed the meeting.

After an extensive question and answer period, five subcommittees were formed: Washington Square, Michigan Avenue, Visioning, Public Relations and Marketing, and Downtown CSO Segmentation.

The Task Force meetings also became brainstorming sessions for further clarifying downtown stakeholders' concerns. The following comments were offered:

- Communicate proposed work and other pertinent information well in advance of construction

- Provide support to property owners during the Private Property Sewer Separation Program
- Provide Acceptable Business Access
- Improve "Way Finding" (Signage and Directions) to Local Businesses During Construction
- Provide Aesthetic Improvement
- Minimize Disruption



Meetings of the whole Task Force were subsequently held on or are scheduled for:

- |                     |                      |
|---------------------|----------------------|
| ▪ February 18, 2004 | ▪ July 21, 2004      |
| ▪ March 17, 2004    | ▪ August 18, 2004    |
| ▪ April 21, 2004    | ▪ September 15, 2004 |
| ▪ May 19, 2004      | ▪ October 20, 2004   |
| ▪ June 16, 2004     | ▪ November 17, 2004  |

## Subcommittees

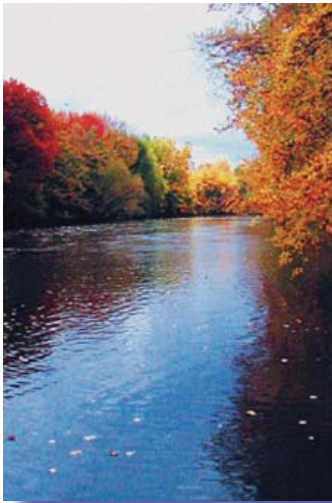
- **Washington Square** - With streetscape improvements already completed on the 100 blocks of North and South Washington, this subcommittee was charged with coordinating construction timelines to minimize disruption and duplication between the CSO project and the overall Washington Square Streetscape project.



Washington  
Square  
Streetscape  
Improvements



- **Michigan Avenue** - Streetscape improvements along Michigan Avenue are scheduled for construction in 2006 in conjunction with the CSO Control Program. This subcommittee reviewed the specific details of the plan to ensure aesthetic appeal and address other needs along the Michigan Avenue corridor.
- **Visioning** - The Visioning subcommittee clarified what streetscape enhancements should be considered when reconstructing the streets disturbed during the construction of infrastructure improvements. They also suggested ways to improve the appearance of the downtown area.



Fall Color  
Display  
on the  
Grand River

- **Marketing/Public Relations** - To make the construction process as painless as possible, this group was charged with identifying the best strategies for actively informing the community about upcoming projects. One key focus area is to inform property owners and managers about what they need to do to accomplish sewer separation on their properties.
- **Downtown CSO Segmentation** - With the CSO Control Program in its thirteenth year, this group was charged with revisiting the schedule and modifying it to incorporate suggestions of property and business owners and other community stakeholders. This included elongating the original five-year downtown CSO construction schedule over a fourteen-year period in an effort to reduce the impacts of construction in any given year. The revised segmentation plan seeks to maintain acceptable access to the 2020 project area during construction, and to communicate this plan well in advance of construction.

"It is our hope that these recommendations will enhance the vitality of downtown businesses and the quality of life for residents and visitors"

This document, *Volume I – Summary Report*, offers the background, objectives, approach, results, and recommendations of the 2020 Task Force. *Volume II - Subcommittee Reports and Supplemental Information*, includes the complete reports, meeting minutes, supporting information and makeup of each subcommittee. The intended audience for these reports consists of all downtown stakeholders, including:

- Lansing's Citizens and Business Owners
- Property Owners
- Other service and utility providers such as the Capital Area Transportation Authority and the Lansing Board of Water & Light
- The Mayor of Lansing and members of City Council
- The City of Lansing's Public Service Director and other City Decision-Makers
- The Michigan Department of Environmental Quality
- State Representatives
- Governmental Funding Agencies
- Consultants and Contractors working for the City of Lansing

With revitalization underway, it is our hope that the recommendations of the 2020 Task Force will ultimately preserve and enhance the vitality of downtown businesses and the quality of life for residents and visitors.



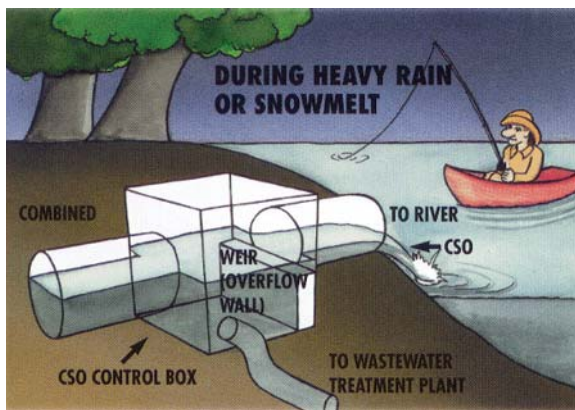
# BACKGROUND

## The Regulatory Environment

Lansing's combined sewer system was constructed between the late 1800s and the 1950s. Combined sewers collect rain water runoff (drainage from catch basins and roof drains) and sewage (wastewater from homes and businesses) in a single pipe.

During dry weather, very little rain or ground water enters the combined sewer. The sewage collected is transported to the Wastewater Treatment Plant (WWTP) for treatment before flowing into the Grand River as clean water.

When it rains, storm water and ground water (due to a temporarily high water table caused by excess rain) enter the combined sewers. When too much water enters the combined system it overflows, sending rainwater and untreated sewage to the rivers.



Combined Sewer Overflows caused by excess Rain and Ground Water

In the late 1980s, the City of Lansing was issued a National Pollutant Discharge Elimination System (NPDES) permit requiring them under state and federal law to develop a control plan to eliminate or adequately treat its combined sewer overflows (CSOs). The following objectives were identified:

- Eliminate or control CSO discharges into receiving streams
- Eliminate or control basement flooding
- Eliminate or control combined sewage spills on streets or on any other public or private lands

The Final CSO Control Project Plan, completed in April 1991, recommended sewer separation as the most cost-effective CSO control method for the City of Lansing. It was subsequently approved by the Michigan Department of Environmental Quality (MDEQ), and again fully supported in the City's 1998 peer review by an independent engineering consultant.

Lansing's six-phase, thirty-year CSO Control Program is enforced through, and meets all of the requirements of the NPDES Permit. This permit is renewed every five years, and without it, the City's wastewater treatment plant cannot legally operate. Failure to meet the Project Plan objectives would result in a permit violation and State fines of up to \$25,000 per day.

To ensure compliance, the MDEQ monitors progress and requires an updated Project Plan prior to permit reauthorization. All Project Performance Certifications (PPCs) to date have found that the projects constructed fully meet the design objectives, and NPDES permit requirements.

The CSO Control Program will include the separation of nearly 7,000 acres of combined sewer area along with other system improvements. Construction of this \$176 million Control Program (1991 dollars) commenced in May 1992 and is to continue until the year 2020.

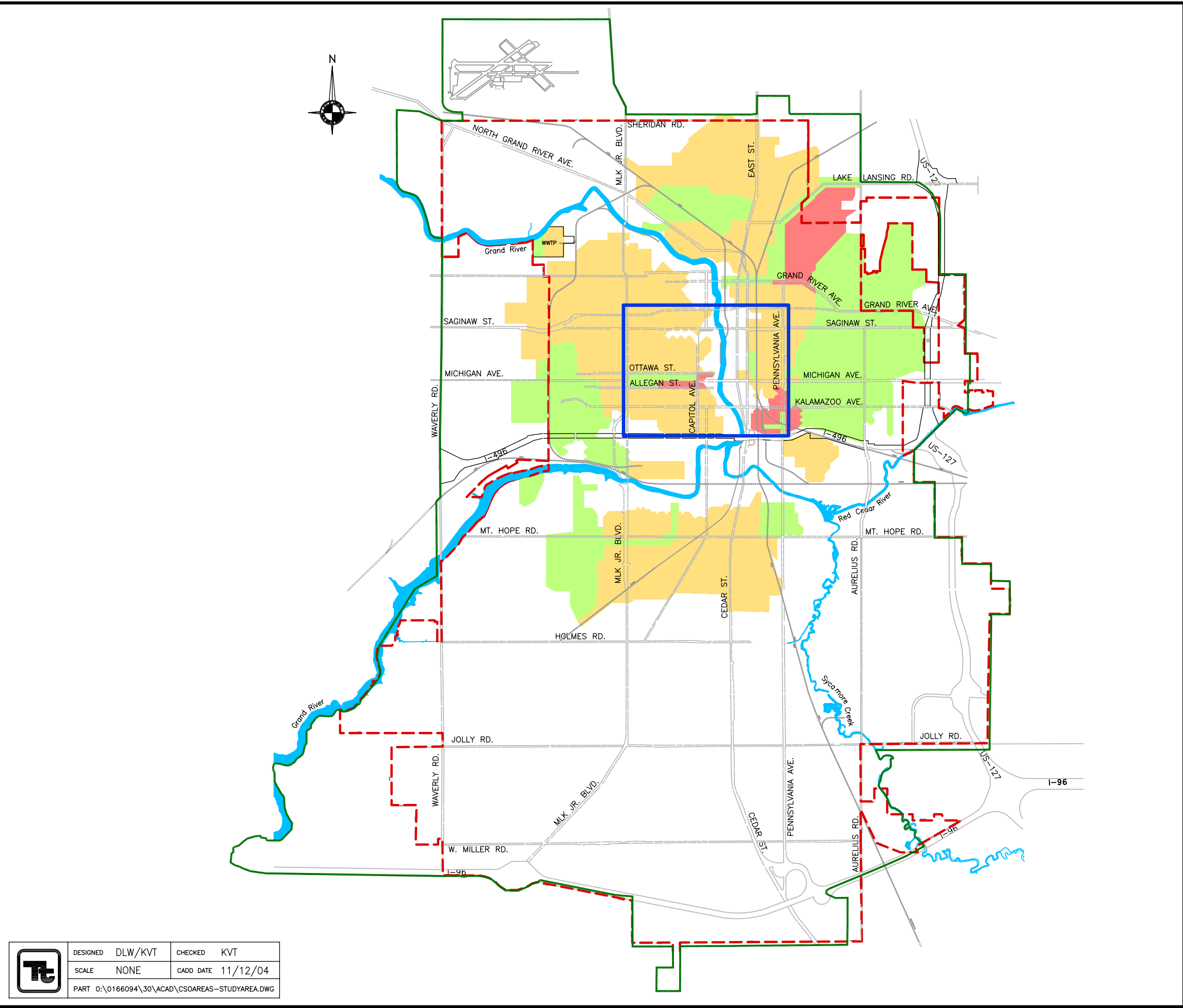
The following map, entitled "CSO/2020 Location Map" shows the Lansing sanitary sewer service area, CSO areas completed and remaining, and the 2020 Task Force study area.

## CSO Program Goals

The overall goals of the City of Lansing's CSO Control Program include:

- Clean Rivers - Improving water quality in the Grand and Red Cedar Rivers
- Accomplish the Plan - Implementing the approved project plan elements and meeting the City's NPDES Permit requirements for CSO Control
- A Sewer System that Works - Achieving excellent sewer system performance in the completed project areas





CITY OF LANSING  
COMBINED SEWER OVERFLOW

## CSO/2020 LOCATION MAP

2020 INFRASTRUCTURE TASK FORCE  
DOWNTOWN SEGMENTATION

### LEGEND

- 2020 Task Force Study Area Boundary
- Sanitary Sewer Service Area Boundary
- Lansing City Limits
- CSO Sewer Separation Completed
- Future CSO Separation Areas
- CSO Sewer Separation Ongoing



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- Do More for Less - Minimizing total project life cycle cost and coordinating with other infrastructure projects
- Preserve and Upgrade - Preserving and upgrading the City's infrastructure and related physical assets
- Satisfied Property Owners - Keeping Lansing residents, business owners, visitors and elected officials satisfied during and after construction (see Public Outreach, below)

These goals are being achieved. Lansing's CSO Control Program was recognized with the 1994 U.S. Environmental Protection Agency National CSO Control Award and the 1993 PACE Crystal Award for Community Relations.



The CSO  
Control  
Project Plan  
and Awards  
Received

## Public Outreach / Information

Since the beginning of the Program in 1992, the City has continued to spread the word about CSO control. The 2020 Task Force itself was created in response to business owner and public input, and will, in part, help improve the City's public outreach and information efforts.

The ultimate goal of all public works projects is to improve public safety, utility and convenience, and to raise the standard of living for everyone in the community. During construction, however, sewer projects can be extremely disruptive to everyone in and near the project area.

"Personal on-site visits  
by CSO project staff  
are provided to answer  
individual concerns"

To date, public information efforts have included using brochures, television programming, public presentations, public hearings, peer review forums and neighborhood meetings to inform and seek input.



Many specialized public outreach efforts are also taking place:

- The City's web site, [www.cityoflansingmi.com](http://www.cityoflansingmi.com), offers current project information and contacts.
- A CSO Hot Line (394-5566) and personal on-site visits are provided to answer individual concerns, resolve conflicts, and to serve as an interface among the public, contractor and owner.
- Three mailings beginning 18 months prior to the start of each project remind local residents and business/property owners of the upcoming projects, and summarize what they need to do to separate their own property. On-site assistance is available for all property owners.
- Three neighborhood meetings are held in conjunction with each project. The first meeting is held in the fall/winter prior to construction, the second is held in the spring before construction begins, and the third is held the following spring after the first year of construction.
- "Infrastretching" is a strategy used to complete multiple projects concurrently to minimize repeated disruption and overall project costs.
- Weekly "construction coffee" meetings are often held with affected businesses to keep everyone interested up to date with project progress and proposed schedules.
- A video is being produced to educate residents and business/property owners about the CSO Control Program.
- The Private Property Inflow Removal Hot Line, 394-5577, is provided to answer property owners' questions and to offer assistance to complete sewer separation on private property.



## CSO Control Program Progress Update

Since 1992, the City of Lansing has been constructing a separate sanitary sewer system in CSO areas to collect sewage and transport it to the WWTP for treatment. To date, Lansing CSO projects have received 17 low-interest State Revolving Fund (SRF) loans totaling over \$120 million, saving the City and taxpayers over \$3 million in interest payments.

As of July 1, 2004, 42% of the combined area has been separated. Of the six new facilities proposed in conjunction with sewer separation (four pump stations and two sanitary equalization basins), five are operational. These improvements already account for the removal of an average of 560 million gallons of combined sewage overflow per year from our rivers.



Harton Street Equalization Basin

Lansing's CSO Control Program is more than just a direct response to what is required by law. Clean waterways are appealing to visitors, which bring additional revenue to local businesses, and help improve the City's standing with downstream neighbors. Clean rivers encourage recreation and social and economic development, and increase property values and tax revenues.

Perhaps the best evidence of these types of benefits are the redevelopment projects and events that have resulted. Examples include new commercial office space, restaurants, condominiums, and lofts, as well as special social engagements. This type of redevelopment has occurred repeatedly across the country when environmental conditions and infrastructure systems are favorable.

As you can see, if we take a step back from the construction headaches for a moment, there is great news. The State-approved CSO Control Program is working. When completed in 2020, we will have

**"CSO improvements already account for the removal of an average of 560 million gallons of combined sewage overflow per year from our rivers"**

constructed new water-tight sanitary sewers covering nearly 7,000 acres in Lansing, and eliminated 1.65

billion gallons of untreated combined sewage per year from entering the Grand and Red Cedar Rivers. This is a significant legacy in infrastructure improvement and water quality protection we are giving future generations, and we should be proud.

### CSO Private Property Inflow Removal Program

The CSO Private Inflow Removal Program is designed to confirm removal of all sources of private property rainwater inflow connected to the public sanitary sewer system. Inflow sources such as catch basins, driveway drains, footing drains and roof downspouts are often found to discharge to the sanitary sewer system via the sanitary sewer piping serving each property. Rainwater inflow from these drainage connections can overwhelm the new sanitary sewer system and cause basement flooding and sanitary sewer overflows (SSOs – overflows of untreated sewage to the ground surface, or waterways) during heavy rainfalls. Private inflow also contributes to operational problems and increased cost to transport the flows to the WWTP for processing.

The program also helps property owners determine what steps they need to take to accomplish separation of sanitary sewage and storm water flows on their properties. The Private Property Inflow Removal Hot Line, 394-5577, and free advice and site visits are available for those who need assistance in identifying or disconnecting inflow sources.

The program uses three informational mailings beginning 18 months in advance of CSO construction to let property owners know what to look for and how to bring their property into compliance. On-site inspections are then used to identify inflow sources that remain connected at the time of CSO construction.



Disconnected and Re-routed Downspout

As of July 2004, over 7,965 properties have been visited and checked for inflow. Of these, 1649 were found to have some inflow source remaining connected. To date, all but 200 of those properties have disconnected their inflow source, resulting in 98% of the inspected properties being free of inflow. As you can see, nearly all Lansing property owners in separated areas have done their part to dry up the system and prevent wet weather basement flooding.

Properties with inflow sources remaining after CSO construction is completed are recorded in a violation database, and are referred to the Lansing

“Nearly all Lansing property owners in separated areas have done their part to dry up the system and prevent wet weather basement flooding”

City Attorney for enforcement of the disconnection requirement. This step is crucial to help ensure proper operation of the sanitary sewer system, and protect all system users.



# SUBCOMMITTEE FINDINGS and RECOMMENDATIONS

This section includes detailed findings and recommendations from the five 2020 Task Force Subcommittees. Many of the recommendations will be accomplished in the natural course of the future projects. Some may be feasible only as adequate funding permits. Others may need to be modified to meet code or safety requirements. At this time, the recommendations remain to be implemented if feasible. Some of the recommendations may need additional detail developed during planning and design periods. A standing 2020 committee may be formed to continue to provide input and review significant design

details as they are developed.

The segmentation and schedule recommendations provided herein are considered to

Complete subcommittee reports and attachments are available in *Volume II - Subcommittee Reports and Supplemental Information*.

provide a final plan and guide for downtown CSO implementation. Once it is adopted, scheduling changes would likely impact many years worth of proposed work, and the plans of associated property and business owners. So, the proposed work segmentation and schedule must remain firm.

Following, are summaries of the findings and recommendations of each subcommittee. Complete subcommittee reports and attachments are available in *Volume II - Subcommittee Reports and Supplemental Information*, which is bound separately and available for review at the Public Service Department offices on the seventh floor of City Hall. Copies of Volume II on compact disc are also available from the Public Service Department, upon request.

## Washington Square

The Washington Square Streetscape Project, as planned in 2001, included a project to resurface the 200 block of South Washington, to include removal of existing streetscape, and pavement removal, new streetscape elements and new street surface.

The project was originally scheduled for 2003 construction. In 2003, the project was rescheduled to 2004 to utilize both 2003 and 2004 fiscal year TIFA (Tax Increment Finance Authority) funding, as a grant request to the State of Michigan to assist in funding this project was denied.

The 2020 Task Force recognized a need to incorporate the objectives of the Washington Square Streetscape project into the goals and objectives of the Task Force. This subcommittee was formed to coordinate construction timelines to minimize disruption and duplication between the CSO project and the overall Washington Square Streetscape project. This included identifying:

- What improvements could be done now, ahead of CSO to enhance the business area.
- What improvements could wait and be done along with the CSO Control Program.
- When would it be best to begin CSO construction in the area.

The group met on February 13, March 4, June 18, and July 16, 2004. During these meetings they:

- Considered the probability that the CSO project for this block would be brought forward.
- Discussed the cost effectiveness of completing the 200 block project as planned if CSO were brought forward.
- Reviewed available funding and the reduction in funding that had occurred since the project was proposed.
- Discussed a redefined streetscape project that could be built with available funds this year and consist mainly of items that would be non-sacrificial to a future CSO project.
- Reviewed the block by block construction segmentation as proposed by the Segmentation Subcommittee, noting that 200 south Washington is proposed for construction in 2010.

## Findings

- The 100 north block of Washington was completed in 2001 and included a complete reconstruction of underground utilities (water, sewer, storm sewer, steam) and the roadway,

sidewalk and the installation of streetscape elements (kiosks, benches and trash receptacles). The goal was to produce a block that would not need to be revisited by construction activity in the foreseeable future.

- The 100 south block received new pavement surface, sidewalk and streetscape elements in 2002 but the underground utilities were left essentially undisturbed. It was intended that the CSO project would again disturb the area in 12 to 15 years.
- The project for the 200 south block, as planned, was to copy the 100 south block design and was scheduled for 2004.
- The Washington Square Streetscape project also included the continuation of streetscape projects like the 100 and 200 south blocks throughout the 300 to 500 south blocks in future years. It was thought that it would be cost effective to provide streetscape elements now and return in 12 to 15 years for CSO construction.



- Funding included in the Capitol Loop project to complete the construction activities along Michigan Avenue between Grand and Capitol, and activities adjacent to Washington on Allegan and Ottawa was eliminated when the Capitol Loop project was modified.
- Funding originally available through TIFA in the Washington Square Streetscape project schedule has been severely reduced due to the number of Michigan Tax Tribunal property value reductions that have occurred in the last two years that reflects the high vacancy rate of office lease space in downtown Lansing.

## Recommendations

- Provide City assistance to building owners in conducting plumbing investigations prior to the CSO planned schedule. The building and business owners need to understand the cost and disruption that will be required to bring their buildings into compliance with CSO sewer separation requirements so that they are able to budget and plan. Normally, the City begins communications about 18 months prior to when final design plans are completed.

General steps the property owner should follow in a plumbing investigation are listed below. The investigation can be started by the property owner at any time. The City will provide assistance as outlined in step two.

1. Hire a plumber, architect, engineer or contractor to trace plumbing, including discharge location(s) to the public sewer.
  2. Review information with City's Engineering Consultant. This will give the City the information to design the sewers necessary to provide appropriate service. It will also provide the owner's engineer with the information so as to best design the internal plumbing work.
  3. Develop the internal plumbing plan and have the owner begin budgeting the cost.
  4. Sometimes the work can be performed in its entirety such that the building owner does not have to wait for CSO Construction. At other times, CSO work will need to be completed (or done concurrently) to provide the necessary outlets.
  5. The most IMPORTANT step is to keep communications working! Please refer to the City's website, [www.cityoflansingmi.com](http://www.cityoflansingmi.com), for current contact information.
- Proceed with the modified 200 south block project as funded by TIFA in the Fall of 2004. The project will include berm removal (with removal of trees on the berms), restoration of parking spaces in the berm areas, and installation of kiosks and benches (trash receptacles are already in place).



Eight trees within the sidewalk area will remain until CSO construction. The committee requests that the Parks & Recreation Department trim back the existing trees. Funding budgeted for the sidewalk trees should be used to buy four benches for the 300 south Washington.

Relocate the state historical marker in front of Kelly's and return the historical plaque to the Daughters of the American Revolution for safe keeping until an alternative location is found.



- Support continuation of berm removal and the limited streetscape concept used in 200 south into 300, 400 and 500 south.
- Support timeline for block-by-block construction segmentation as proposed by the Segmentation Subcommittee, with one exception, listed below.
- Support the reconstruction of the north/south alley west of South Washington between Allegan and Washtenaw in 2006 or earlier. *(Included in current planning)*
- Downtown property owners and merchants should be involved in the Grand Avenue reconstruction discussions. Merchants along the east side of Washington use Grand Avenue to access parking and deliveries.
- Support the reopening of Washington Mall. Recent discussions have suggested this would be a possibility in 2007, ahead of the Grand Avenue reconstruction scheduled in 2008. This would alleviate traffic control issues during construction and serve the long term goals within the downtown area. *(Included in current planning)*

## Michigan Avenue

This subcommittee was formed to address the specific streetscape enhancement plan details on Michigan Avenue, between Capitol Avenue and Jones Street, scheduled for construction in 2006 in conjunction with the CSO Control Program. Reduced copies of the July 2003 design drawings reviewed by the subcommittee for Michigan Avenue from Capitol Avenue to Larch Street are included in *Volume II*.

They met on March 9, April 13, June 1, June 8, and July 13, 2004. The committee went to great lengths to ensure that a maximum number of interested parties were given the opportunity to comment on the proposed plans and offer any modifications and or additions to this plan. E-mail notifications were sent out to all attendees and interested parties as well as announcements made at the 2020 Task Force Meetings.

Prior to the July 13, 2004 meeting, a letter (included in *Volume II*) was prepared and direct mailed to all occupants and property owners along the boundary area covered by the subcommittee. A flyer was also hand-delivered to each business. This effort was made to ensure that all parties were given opportunity to provide their opinion about the recommendations that were made during the subcommittee meetings.

**"The committee went to great lengths to ensure that a maximum number of interested parties were given the opportunity to comment."**

The subcommittee meetings were a genuine expression of collective opinions on how the Michigan Avenue corridor

should look. In the end, there were compromises and concessions made from most people in order to develop the list of recommendations that will guide the development of full construction plans for this specific segment of the CSO Control Program.

## Recommendations

- Maintain the central planter island between Grand Avenue and Cedar as proposed in the original Capitol Loop construction plan.
- Maximize the height and visual appeal of the planter island with the understanding of MDOT safety requirements.

- Irrigation of the planter is a vital requirement.
- Require the planter island plants to be visually appealing during all seasons of the year.
- Make it a priority to shift bus stop as much as possible so as not to obstruct the view of the river from the bridge.
- Install a new shelter at the Capital Area Transportation Authority (CATA) bus stop on the bridge.



- Highlight the river walk entrances off from Michigan Avenue (emphasis on an arch with some color). Coordinate these entrances with other city committees working on parallel issues.
- Place kiosks and benches where appropriate along Michigan Avenue.



- Create gathering places where possible.
- Highlight pedestrian crosswalks.
- Everything possible should be done to maintain one lane of traffic in each direction during the construction of Michigan Avenue, from Larch Street east to the railroad tracks.
- Place planter islands (whether small or large) and trees where possible to “green up” the Michigan Avenue corridor.
- Adopt the February 1989 plans for Museum Drive Improvements (included in *Volume II*) that would affect the Michigan Avenue corridor (have a sign highlighting museum drive; eventually add a sign for river walk entrance with parking lot included.)

## Visioning

This subcommittee was formed to clarify the future streetscape design of public areas in downtown rights-of-way and to determine what streetscape enhancements should be coordinated with CSO construction. The group met on March 12, April 30, May 28, June 25, and July 23, 2004.

Initially, a review was conducted of studies and plans that have been accomplished on the downtown. The *Central Lansing Comprehensive Plan* serves as the foundation for the general vision of the downtown. The findings and recommendations of the Plan were reviewed and summarized by the Committee. Other downtown studies reviewed included: *Recommendations of the Blue Ribbon Committee*, “Cool Cities” Lansing Dialogue, and *Capitol Loop Design Study*.

A land use inventory of the study area (included in *Volume II*) was then undertaken using parcel records from the City Assessor’s Office and digital aerial photos. This was augmented with field inspections of the study area. The inventory was used to establish a generalized land use pattern of the study area. This allowed portions of the study area to be differentiated into general land use categories. Design standards could then be developed for these general categories.

A photo inventory of the streetscape in the immediate downtown was also undertaken to identify the specific assets and limitations in the City’s design for this area.



Some general patterns in the design limitations became apparent through this process. Before and after images were created for a few areas depicting what could be accomplished with design improvements. The images, patterns, findings and recommendations were developed into a PowerPoint presentation.



Downtown  
Tree  
Inventory

The next step of the process was the development of recommendations for the various sections of the study area. Standards were developed for the general categories established from the land use inventory. Some areas were further distinguished where the previous studies and field inspections indicated that unique characteristics or circumstances warranted special considerations. These specific recommendations (by street) are included in *Volume II*.

Finally, the findings and recommendations that resulted from the previous studies and this effort were consolidated into a series of policy statements which, collectively, provide clarity and depth to the vision for the downtown by 2020, as it relates to public areas.

## Findings

- The widespread use of Capitol Loop and Washington Square design features detracts from their distinction. Compatible, but not identical, design features would enhance other districts without detracting from these three high-profile corridors.
- Missing or inconsistent street tree plantings detract from the visual attractiveness of the downtown, and its surrounding neighborhoods. Additional trees would improve the appearance and enhance pedestrian comfort.
- Many downtown streets have excess peak-hour

capacity, according to projections from the Regional 2025 Transportation Plan issued by Tri-County Regional Planning Commission.

- There are large areas of unbroken “hardscape” in which asphalt, concrete, and blank walls dominate the view.
- Many surface parking lots lack landscaping, screening and buffering, which detracts from their appearance. This is exacerbated by parking and storage up to the property line, and cyclone fences (with or without barbed wire). Many fences are foreboding and unkempt in appearance.
- Many businesses have signs which are excessive in size and number, disproportionate to building size and design, and incompatible with pedestrian scale.
- Historic areas, including designated historic districts such as Cherry Hill, can be enhanced by the installation of public improvements which were present in the past. Historical research is recommended to determine the design and nature of these improvements.
- Public participation and support is essential.

## Recommendations

### General Beautification:

- Add more color and movement.
  - Paint murals or building/business directories on large unadorned walls.
  - Consider a mural on North Grand Ramp.
  - Use “virtual activity” [e.g. fountains, waterfalls, flags, banners, and (on a limited basis) electronics] to create movement and enhance an image of vitality.
  - Add brick pavers to interrupt wide expanses of sidewalk.
- Trees should be planted in areas with voids.
  - Use of single species along specific corridors would strengthen the uniqueness.
  - Use of conifers to frame strategic views would provide year round visual impact.
- Ornamental trees (in tight rows) between the curb and sidewalk, as a buffer in areas where open storage, large parking lots, quasi-industrial uses, or other uses that detract from the quality of the view are located.

- Buffer all front yard parking and add dense evergreen landscaping, berms, and/or textured masonry walls, approximately three feet high.
- Storage areas to be screened from street view with evergreen trees, berms, textured masonry walls, and/or decorative screening fences with shrubs.
- Ban barbed wire/chain link fences in front yards.
- Blank walls are boring, and invite graffiti. Provide some texture, add relief, and/or landscape with ivy plantings.
- Restrict front yard parking and display in the central downtown area and gateways.
- Utilize landscaping in vaults, planters, etc., at gateways and areas where defined transitions are desired, and to highlight significant features.



sample parking lot, as it appears today



sample parking lot, with "virtual" fence and landscaping

- Easements may be an inexpensive means of buffering where areas for planting exist.
- Dominant use of evergreens for year round effectiveness.

#### Streetscape:

- Uniform streetscape improvements should be used to help establish a common theme along selected routes. Washington Avenue, Michigan Avenue, and Capitol Loop should receive special design treatment.
- Streetscape appurtenances including lighting, benches, trash receptacles, bus stops, bollards, etc., to be of 'Victorian' design that is compatible with the improvements on Washington.
- Lighting should be noticeably brighter on Washington and Michigan Avenue than on the surrounding streets.



Victorian-Style  
Street Lighting

- Double head fixtures, with black wrought iron masts, along portions of the following streets: Washington, Capitol, Grand, Cedar, Larch, and Michigan.
- Double head on gray mast along Michigan, east of Larch; Cedar and Larch north of Michigan; Saginaw; and Oakland.
- Single head or on secondary corridors in downtown and residential areas.
- Masts to be pedestrian scale between blocks in residential neighborhoods.
- Taller masts and greater illumination at intersections in residential neighborhoods and where needed for vehicular traffic.

#### Parking:

- Parking lots should be screened.
  - Brick or textured block walls, approximately three feet in height.
  - Landscaping where sufficient area permits.



- Bury or relocate overhead utilities.
- Balance the streetscape by installing design features (trees, lighting, etc.) on both sides of the street.
- Have usable street furniture.
- Use sidewalk textures to add interest, coordinate with key design features and developments, provided that the textures be compatible with the overall streetscape design.
- Create a pedestrian orientation of Kalamazoo between Pennsylvania and Cedar or Grand.
- Historic Districts and areas with historic significance should be given more authentic street lights. Examples include Cherry Hill, Reuter Park, and Durant Park. Historical research may be necessary.
- Continue use of street sign toppers to designate neighborhoods, and install historical street signs in historic districts.

#### Signage:

- Signage should be in balance with architecture, with size proportioned to first floor building face.
- Wall and projecting signs to be of historical design.



sample  
projecting  
signage of  
historic design

- Ground signs, where allowed, not to exceed 40 square feet in area and 12' in height.
- Expand the boundaries of the Capitol Center District for sign regulation.

#### Transportation:

- Consider reduction in lanes where capacity exceeds future demand, particularly for Washington, Grand, Saginaw, Oakland, Cedar (north of Michigan), Larch (north of Michigan).



Grand Avenue, north of Michigan, as it appears today



Grand Avenue, with "virtual" lane reduction and landscaping

- Install ROW improvements such as traffic calming, bike lanes, access management, wayfinding, and pedestrian crossings where feasible.
- Public Transit should be encouraged and available to connect all districts.
- Establish east-west linkages to connect the State Government Complex to Washington retailers.
- Place an increased emphasis on multi-modal transportation design, for pedestrian, transit, bicycle transportation, and other motor vehicles.
- Establish a pedestrian promenade with river crossings to connect Washington with entertainment venues to the east.
- *Two-Way Street Proposal:* Continue to evaluate Phases II and III of the Central Lansing Comprehensive Plan recommendation to convert

the one-way streets to two-way. Phase II is to convert all remaining one-way streets between St. Joe and Saginaw, and MLK and the Grand River. Phase III is the Cedar-Larch corridor. The feasibility, benefits and costs, and geometrics all should be taken into consideration. The geometrics should be studied prior to undertaking CSO work in these areas, and incorporated in the roadway reconstruction.

- *Cedar Street as a two way minor arterial or collector:* Provide on-street parking, bicycle lanes, slower speed limits, and traffic lights to discourage through traffic and maintain a safety level conducive to residential neighborhoods.

The typical cross-section should consist of wide sidewalks with a grass strip to the curb, minimal or no overhead utilities, decorative lighting and trees on both sides of the roadway. The lane widths should be reduced. Cross walks and pedestrian signals should be introduced and accentuated with complementary design features.

- *Larch Street as a two way major arterial:* Larch Street should function as a north-south arterial that serves as an access point to the freeway system.

Design Larch Street to be a four-lane, two-way street, with center left-turn lanes added at the intersections, and streetscape treatments in the parkway to contribute some sense of enclosure to the open roadway, and protect pedestrians.

#### Riverfront:

- Consider design and infrastructure options that improve the linkage between the street level and the river walk. For example, the Pedestrian Promenade network leading to and across the River from Grand to Larch could contain design features that are repeated along the riverfront.
- Consider additional bicycle-pedestrian bridges, pending further study and economic feasibility, as part of the Promenade, at two locations:
  - near the end of Washtenaw Street as a link between the museum and arts districts south of Michigan Avenue.

- near the end of Ionia Street to provide a public outdoor link between the Ottawa Street Power Station and the City Market.

- Expand the river walk to both sides of the river.
- Enhance physical links to the river, especially where streets end at the river.

#### Public Participation:

- Approach neighborhood groups individually to discuss the visioning recommendations and the project details. Determine a final public participation process for the implementation of these recommendations.

#### Follow-up Issues:

- The Visioning Subcommittee also recommends that the following related issues be addressed:
  - Is there intended to be a design of the 'Capitol Loop' that is distinct from the surrounding area? If so, the adopted design for the 'Capitol Loop' does not provide common elements that would enable motorists to easily distinguish it from adjoining areas.
  - Where should transitions in design be located for Cedar and Larch, if any? The sections north of Michigan are not in the Capitol Loop and reflect varied land use patterns.
  - What type of lighting is to be provided in the residential neighborhoods and are there any of these residential areas in which it should be different (other than the Cherry Hill neighborhood)?
  - Are any of the corridors constructed with a carrying capacity that substantially exceeds projected demand? If so, should some of these be reduced to provide added greenspace and other streetscape amenities?



## Marketing/Public Relations

This subcommittee was formed to develop a list of recommendations to help the Task Force communicate its activities and provide information to key audiences concerning various infrastructure projects scheduled now through 2020. They met on June 25, and July 7, 2004 to establish a communication model adjustable for use on all projects, and to develop recommendations for staging communications prior to, at the start of, and in the spring following construction. They also brainstormed recommendations to improve the City's overall public communication program.

### Findings

- There exists a lack of trust between the business/property owners and the City. Efforts must be made to build that trust.
- The City is making the information available indirectly, but needs to work on their direct outreach efforts, such as how MDOT sends a brief e-mail alert each time their construction web page is updated.
- Use more positive terminology when developing messages, such as 'Michigan Avenue Beautification' instead of 'Michigan Avenue Construction'.

### Recommendations

- Establish a "Communication Model" that can be used to reflect the varying communication needs of our audiences (i.e. residences and business within each project area.)
- Look for and cultivate residents and business owners at public meetings and other events who are "project champions."
- Establish a volunteers subcommittee of the Mayor's 2020 Infrastructure Task Force. Volunteers would join a Public Service Department official in making personal visits to property owners to communicate about the project in their area. Personal visits – while requiring a significant investment of time – would eliminate the issue of residents/business owners claiming they were uninformed.

- Consider allowing volunteers to take the lead role in communicating, using guidance from Public Service Department officials when necessary. This approach helps neutralize the notion of a perceived lack of trust between residents/business owners and Public Service Department officials.
- Expand existing efforts to publicize each project's public meetings to boost attendance.
- Continue to utilize the world wide web to provide people proactive updates of project status on a regular basis.
- Provide post-construction surveys and form an ongoing research model for construction communication to understand how people actually received information and what information was valuable to them. *(Included in current planning)*
- Revamp the message and titles to be more approachable: beautification rather than construction. The communication that is sent to business/property owners needs to be more positive than negative.
- Work with neighborhood groups, the Principal Shopping District, and other agencies to ensure that they can assist in educating the people about CSO and informing them of mailings and neighborhood meetings.
- If meeting with business/property owners before the project has commenced, mark "Draft" on any plans presented to allow opportunity for suggestions to be made and incorporated into the final plans.
- Inform businesses about impending construction with as much advance notice as possible. The goal is to meet with them the year prior to construction to discuss and address their general needs. This should start "globally" and work down to the sub-sections and/or blocks of interest and eventually to each individual business.
- Hire a public relations consultant to incorporate these goals into the CSO Control Program's overall message and informational pieces.

"Inform businesses about impending construction with as much advance notice as possible."

## Downtown CSO Segmentation

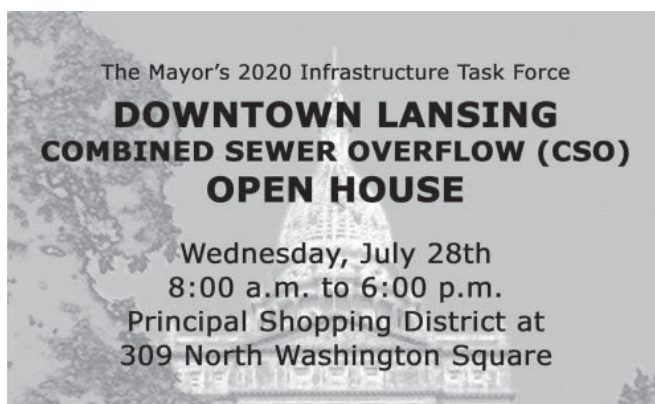
This subcommittee was formed to analyze the current CSO Program schedule and modify it to incorporate suggestions of property and business owners and other community stakeholders. The revised schedule was created to maintain acceptable access to the 2020 project area during construction, and to communicate proposed work well in advance of construction.

The group met on May 6, May 11, May 25, and June 29, 2004 to consider spreading downtown CSO work originally scheduled for 2013-2019 over a longer period of time (2006-2019). By lengthening the schedule, the City seeks to:

- Maximize access to downtown during construction.
- Minimize disruption to local businesses, residents, workers and visitors.
- Plan and incorporate other infrastructure improvements to maximize the project benefit and cost-effectiveness.
- Allow residents and business owners time to plan and prepare for CSO construction.

### Open House

The Segmentation subcommittee produced a year-by-year construction schedule and held an Open House to educate the public-at-large about the Mayor's 2020 Infrastructure Task Force. The Open House was held on July 28, 2004, from 8:00 a.m. – 6:00 p.m. at the Principal Shopping District office at 309 North Washington. Over 60 visitors attended.



Key elements of the open house included a block-by-block schedule of CSO Program construction, a continuous PowerPoint presentation and easel display boards summarizing the CSO Program and Task Force, and information on Private Property Separation. Detailed information is given in *Volume II*.

Visitors were given the opportunity for face-to-face discussion with City officials and CSO Program engineers from Tetra Tech MPS, and comment cards were available. Feedback received included:

- The Task force and open house provide an important forum for stakeholders to give input regarding changes that impact them.
- It helps being able to talk to someone in person.
- The direct communication and information pertaining to construction schedules, what to expect during the project, and how construction would impact owners/residents helps individuals plan ahead.
- A few attendees arrived with a negative perspective of the upcoming separation project, and left appearing to be comfortable with the project and satisfied that their concerns and questions were addressed and answered.
- Those attending offered positive feedback about the presenters being helpful, patient and informative.

Suggestions included:

- Give more of these types of presentations.
- Provide paper copies of the yearly construction maps.
- Plan better to avoid duplication of efforts (breaking up sidewalk one time versus three.)
- Provide (improve) advance notice of construction closures.
- Consider television and billboard ads detailing location and times of road closures similar to those done before the 1-496 construction.



## CSO Project Phasing

The study area includes all, or portions of CSO subareas 015, 018, 019, 020, 021, 022, 023, 024, 025, 045 and 046. These areas have been previously included in phases IV, V and VI of the CSO Control Program. A large portion of the study area west of the Grand River is scheduled for Phase VI of the Control Program (construction in 2013-2019). This study recommends rescheduling the work over the period 2006-2019 to minimize impacts to the downtown area. The City is responsible to segment the work within each phase. MDEQ typically allows work to be brought forward from one phase to another, but does not allow delay of work from any phase to a later phase.

On the following page, the “2020 Study Area District Map” shows the study area, sub-districts within the area and the 1991 CSO Control Program Phasing as approved by MDEQ. The following table summarizes the current CSO Control Program phasing as approved by MDEQ:

### MDEQ APPROVED CSO CONTROL PROGRAM PHASING

CSO Phase	CSO Subareas	Start Design	Complete Construction
IV	013*, 018*, 020*, 023, 025*, 045 and LAPS Basin**	January 1, 2003	December 31, 2009
V	009, 015, 032 and 034*	January 1, 2008	December 31, 2014
VI	008, 012, 016, 017, 019, 021, 022*, 024, 046, 026 and 033*	January 1, 2013	December 31, 2019

\*Projects partially completed

\*\*Lansing Avenue Pump Station Equalization Basin

Green subareas are included in the 2020 Task Force study area

## Study Area Districts

The study area was divided into 5 districts:

**Southwest** - The southwest district is generally bounded by I-496, The Grand River, Allegan Street and M.L. King Jr. Boulevard. The district includes the areas tributary to CSO subareas 024, 046 and portions of subarea 022. The primary focus for this district is to determine the proposed sewer routing and work segmentation.

**Central** - This district generally includes the core downtown area bounded by Allegan Street, the Grand River, Ionia Street and Capitol Avenue, in CSO subarea 022. The majority of this area has been investigated and designed as part of the original Capitol Loop Reconstruction Project. The central district has much of the sanitary sewer infrastructure necessary for separation. The primary focus for this district is expected to be private property separation.

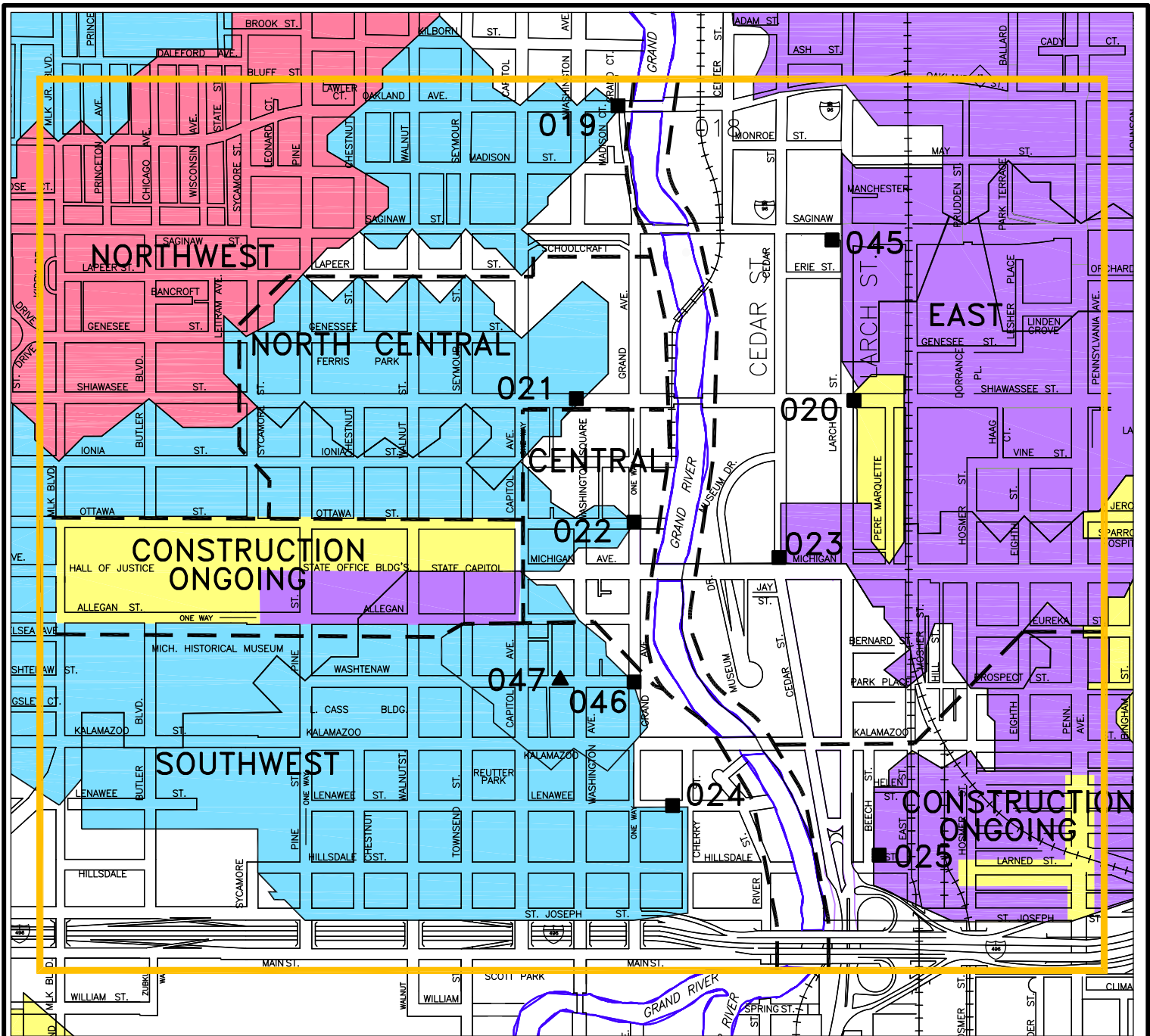
**North Central** - The north central district is generally bounded by Ottawa Street, Sycamore Street, Lapeer Street and Grand Avenue, and includes all of CSO subarea 021. Based on previous studies performed in the 1980s, it appears that the necessary sanitary sewer infrastructure may already be in place throughout this district. Therefore, the primary focus for this district is expected to be verification of existing private property layout, and the separation of private properties by re-connecting the private building sewer service lead(s) to the appropriate sewer in the roadway.

**Northwest** - This district is generally bounded by Lapeer Street, M.L. King Jr. Boulevard, Oakland Avenue and Grand Avenue. The district includes CSO subarea 019 and portions of CSO subareas 015 and 022. The primary focus for this district is segmentation of the work.

**East** - The east district is generally bounded by Kalamazoo Street, Pennsylvania Avenue, Oakland Avenue and the Grand River. The district includes portions of CSO subareas 023, 020, 045 and 018. This district is included in Phase IV of the CSO Control Program (2004 – 2008). Phase IV design and construction is already in progress and all areas have had preliminary sewer routing determined. The primary focus for this district has been consideration of re-segmentation of the proposed work.

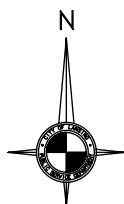
## Existing Conditions

The existing systems in the study area are some of the oldest in the City. The sewers were constructed from 1885 to 2000 with over 50% constructed prior to 1950. The generally accepted useful life for a sewer system is 50 – 75 years. Because many of the existing sewers have exceeded a typical useful life, it is likely that some of the existing sewers proposed to remain in service as either storm or sanitary sewers after sewer separation will need to be replaced.



# CSO PROGRAM PHASING PRIOR TO 2020 TASK FORCE

- PHASE IV CONSTRUCTION
- PHASE V CONSTRUCTION 2008–2015
- PHASE VI CONSTRUCTION 2013–2019
- SEWER CONSTRUCTION COMPLETED
- STUDY AREA BOUNDARY
- DISTRICT BOUNDARY
- CSO REGULATOR
- CSO OVERFLOW



CITY OF LANSING  
CSO SEWER SEPARATION

## STUDY AREA DISTRICT MAP

2020 INFRASTRUCTURE TASK FORCE  
DOWNTOWN SEGMENTATION

FIGURE

1

DESIGNED: KRK

SCALE: NONE



Other elements investigated and studied to define the existing system during design of each project area include:

- Sewer and surface flooding complaint reports from the Lansing Operation and Maintenance (O&M) Division.
- Sewer televising to check structural condition and water-tightness.
- Sites of environmental contamination.
- Soil conditions.
- Manhole inventories (visual inspection and measurements taken at each manhole).
- Sewer system questionnaire sent to all property owners and residents in the project area. A preliminary questionnaire used in the 2020 study area returned 803 questionnaires out of 2,507 total sent (32% return rate), and found the following as of July 2004:
  - 216 properties reported experiencing basement flooding.
  - 279 properties reported having sanitary sewer service backups.
  - 108 properties reported having storm drainage flooding.
  - 35 properties reported having underground vaults/basements in the right-of-way.
  - 150 properties reported they believed their building/property to already be separated.
  - 110 properties reported they have planned renovations for the property.
- Historical sites - The study area includes over 30 sites of historical significance that may require special attention during construction.

### **Private Property Inflow Removal**

Private property inflow removal inspections begin during design in each project area to determine individual needs of each property for separation. The major elements of the private property inflow removal program include:

- Three information mailings beginning 18 months prior to construction.
- Property inspections.
- Coordination with property owners who need

storm sewer service leads to complete sewer separation on their property.

- Final inspections to assure proper separation of flows from private properties.

Property owners are responsible for the design and construction of all work to separate their property. In many cases, the separation of ground-level and internal rainwater inflow sources (driveway drains, catch basins, internal roof drains, etc.) will require the expertise of an engineer and/or contractor. Property owners should include sewer separation needs in their budgeting and in any planning undertaken toward renovation or redevelopment projects for their property.

### **Development**

The study area includes a mixture of residential, commercial, office, and industrial properties. The existing and potential future land use for the study area is addressed in the City of Lansing "CENTRAL LANSING Comprehensive Plan" being analyzed by the Visioning subcommittee. The information in the plan will be included in an analysis of future sanitary flow amounts for proposed sewer sizing.

### **Existing Roadway Conditions**

The majority of the roadways in the study area have a rating of "poor" to "fair". The proposed segmentation must take into account the age/condition of the pavement structures to maximize cost effectiveness for sewer construction and road replacement needs.

### **Proposed Work**

The scope and schedule of work proposed for the 2020 study area will be influenced by several factors including:

- Detailed findings of existing conditions inspections and investigations.
- Other proposed infrastructure and beautification work proposed.
- Funding available for these related infrastructure projects.
- Physical constraints within each system including existing sewer outlet locations and depths and existing building configurations.
- Traffic impacts and building access requirements.

## Other Known Infrastructure Projects

The following utility projects have been identified as needing coordination with the CSO Program:

### ■ Lansing Board of Water and Light

*Steam Main Improvements to reconstruct aging steam lines in the following locations:*

- Allegan Street between Capitol Avenue and Grand Avenue
- 200 N block of Washington
- 400 N block of Capitol Avenue
- 300 and 400 E block of Michigan Avenue
- 100 E and W block of Kalamazoo Street
- 100 W block of Shiawassee Street
- Alley #5 between Allegan Street and Kalamazoo Street
- 400 block of South Grand Avenue

### *Water Main Improvements*

- All water mains located in “high volume traffic” roadways are expected to be upgraded or replaced in conjunction with the CSO Control Program. Water mains located in local streets and other lower volume traffic roadways will be replaced as necessary to facilitate timely CSO sewer separation construction.

### *Electrical Improvements*

- Electrical system improvements/upgrades are not proposed at this time.
- The City will encourage other utility companies to perform necessary upgrades to their systems in coordination with proposed construction.
- These additional projects need to be considered in the CSO Program re-segmentation schedule:
  - Washington (200-600 south blocks) Streetscape improvements.
  - Reconstruction of the Washington Mall between Ottawa and Shiawassee from a pedestrian mall to a roadway.
  - Traffic circle installation at Michigan Avenue and Washington.

- Streetscape improvements along Michigan Avenue between Capitol and Larch.
- Complete abandonment of the River Street right-of-way and utility removal between Grand and Kalamazoo to permit the re-development of the “triangle” property.

## Constraints

Following, are some of the significant design constraints, by district:

### *Southwest*

1. The new sanitary sewer system must outlet to the Central Sanitary Interceptor at the Kalamazoo Street Bridge over the Grand River.
2. The sewer routing should close no more than one critical roadway at any time, if feasible.

### *Central*

1. The proposed storm sewer in Grand Avenue between Michigan Avenue and Allegan Street needs to be completed prior to the work in Allegan.

### *North Central*

1. Although it appears that the existing sanitary sewer infrastructure is already in place, the proposed sewer layout should take into account the potential need for new sanitary sewer construction if the existing infrastructure will not allow sewer separation on private property.

### *Northwest*

1. The majority of this district flows into CSO subarea 015 located north of the Task Force study area. The outlet trunk sewer for subarea 015 area must be constructed prior to, or as part of the work in this district.
2. The new sanitary sewer to separate CSO subarea 019 must outlet to the existing sanitary sewer in Oakland Avenue.

### *East*

The preferred sewer routing for this district has been largely determined to date. Known constraints include:

1. The new sanitary sewers to separate CSO subarea 023 must discharge to the existing sewer flowing under the Lansing Center Building. This connection will be made in the parking lot at the northwest corner of Michigan Avenue and Cedar Street.



2. The new sanitary sewers to separate CSO subarea 020 must discharge to the existing sanitary sewer in Shiawassee Street immediately west of the railroad tracks.
3. The new sanitary sewers to separate CSO subarea 045 must discharge to the existing sanitary sewer in Saginaw Street.
4. The new sanitary sewers to separate CSO subarea 018 must discharge to the Northeast Sanitary Interceptor in Grand River Avenue. The majority of the work to separate CSO subarea 018 is located north of the 2020 Task Force study area.

### **Traffic Impacts/Business Access**

The following road closure constraints are desirable to maintain ingress/egress to the Downtown areas:

1. Maintain 2 of the 3 roadways/bridges between Grand Avenue and Cedar/Larch at all times: Shiawassee, Michigan Avenue, and Kalamazoo.
2. Maintain 2 of the 3 primary northbound roadways on the west side of the river at all times: Grand Avenue, Washington, and Walnut.
3. Maintain 2 of the 3 primary southbound roadways on the west side of the river at all times: Pine Street, Capitol Avenue, and Washington.
4. Maintain and coordinate ingress/egress for the CATA Bus Depot.
5. Maintain 5 of the 6 "Core Downtown" streets at all times: Michigan between Grand and Capitol, Washington between Allegan and Ottawa, Grand between Allegan and Ottawa, Capitol between Allegan and Ottawa, Ottawa between Grand and Capitol, Allegan between Grand and Capitol.
6. Maintain 2 of the 3 following roadways at all times: Shiawassee, Ionia, and Genesee.
7. Maintain 2 of the 3 following roadways at all times: St Joseph, Kalamazoo, and Washtenaw.
8. Maintain at least one lane of traffic on Cedar, Larch, Saginaw and Oakland at all times.
9. Maintain traffic on either Pennsylvania or Cedar/Larch at all times.
10. Maintain and coordinate access to all public/private parking garages.

The proposed schedule and layout focus on minimizing disruption to traffic and businesses.

### **CSO Sewer Separation Work**

The proposed sanitary sewer layout focuses on minimizing disruption to traffic and businesses. The layout allows flexible segmentation of work over a longer period of time than previously planned by bringing work forward in time. Here are the subcommittee's recommendations for proposed work, by district:

#### ***Southwest***

The proposed sewer separation work in the southwest district includes the construction of a new sanitary sewer system. A sanitary trunk sewer will be constructed in Kalamazoo Street from the Central Sanitary Interceptor near the Grand River to Pine Street.

Kalamazoo Street and Washtenaw Street were considered for the southwest district trunk sewer route. The Kalamazoo Street route has been selected due to the number of large utility conflicts associated with the Washtenaw Street route. Kalamazoo Street is relatively free of large utilities and is expected to result in significantly easier construction, with fewer delays at a comparable cost. This is critical for future segmentation to remain on schedule.

#### ***Central***

The central district appears to be largely separated, and is generally not tributary to a CSO regulator. The proposed sanitary sewer in Washington south of Ionia Street will allow sewer separation for the properties along the west side of Washington. The proposed sanitary sewer construction in Allegan Street between Grand Avenue and Capitol Avenue is required to replace the structurally unsound existing sewer system in Allegan Street. The need for this work was verified during the design of the original Capitol Loop Reconstruction Project. Work will also be done in Ottawa Street between Grand Avenue and Capitol Avenue to re-route sanitary service leads from the existing combined sewers to the existing sanitary sewers.

#### ***North Central***

It appears that the necessary sanitary sewer system is already in place throughout the North Central District. It is anticipated that a majority of the sewer

separation construction can be limited to re-directing building sewer service leads to the appropriate sewer in the roadway. The feasibility of this plan needs to be confirmed via detailed building inspections and elevation measurements. The proposed sanitary and storm sewer construction provides a sewer separation plan for the area should the service lead reconnects prove infeasible. It is anticipated that some of the proposed sewer construction will be eliminated after the private property investigations are completed to confirm the feasibility of service lead reconnections.

### ***Northwest***

The proposed work in the northwest district includes construction of a new sanitary sewer system to achieve sewer separation. This district is primarily residential in nature, and therefore, additional construction for storm sewer service is not expected. The proposed sewer layout closely follows the original 1991 CSO Control Plan.

### ***East***

The east district includes work already scheduled and segmented for Phase IV of the CSO Control Program. The sewer routes have been analyzed as part of earlier work. The proposed revisions in this area are based on re-segmentation needed to coordinate with the proposed segmentation of the other districts in the 2020 study area.

### **CSO Project Segmentation**

The proposed work in the downtown area has been segmented by year as shown in the attached summary table and figures. Each figure shows a snapshot of the proposed work for the year (red arrows), the sewer separation work that will have been completed by that year (green arrows), and the work remaining for future years (blue arrows). The proposed segmentation was developed based on the constraints listed previously.

There are numerous issues involved in coordinating construction activities with local businesses and residents such as maintaining traffic, parking, etc. Addressing these issues in detail is outside the scope of this study. These details will be addressed during the design stage of each individual project. Design typically begins approximately 18 months prior to construction.

Unless otherwise indicated in the notes section of each figure, it should be assumed that the roadway will be closed during construction. However, the entire roadway

may not be closed for the full construction duration. Construction will generally start at the downstream end of the proposed sewer work and proceed upstream (generally moving away from the Grand River as work proceeds). Actual road closures will typically be limited to the area with active construction, with the other areas open to local traffic.

Access to local businesses will be maintained to the extent possible during construction. If a roadway has to be closed, "way-finding" signs will be erected to direct the customers around the construction site.

### **Basis Of Design**

Sewer separation projects in Lansing focus on providing a watertight sanitary sewer system with minimal rain and groundwater inflow/infiltration (I/I).

### **Sewage Flows**

Sanitary sewer design flows are determined using the procedure given in the City of Lansing Sanitary Sewer Design Guideline. This design guideline follows the Recommended Standards for Wastewater Facilities (Ten States Standards).

The design flow procedure includes an allowance for footing drain flow, and is expected to provide capacity for sewage flows associated with the 25-year, 24-hour rainfall, assuming normal summertime soil moisture conditions.

The City of Lansing has elected to provide this level of service, which has been approved by the Michigan Department of Environmental Quality (MDEQ). The minimum pipe size for new sanitary sewers in Lansing is eight (8) inches. The complete design flow procedure is available from the City of Lansing Public Service Department upon request.

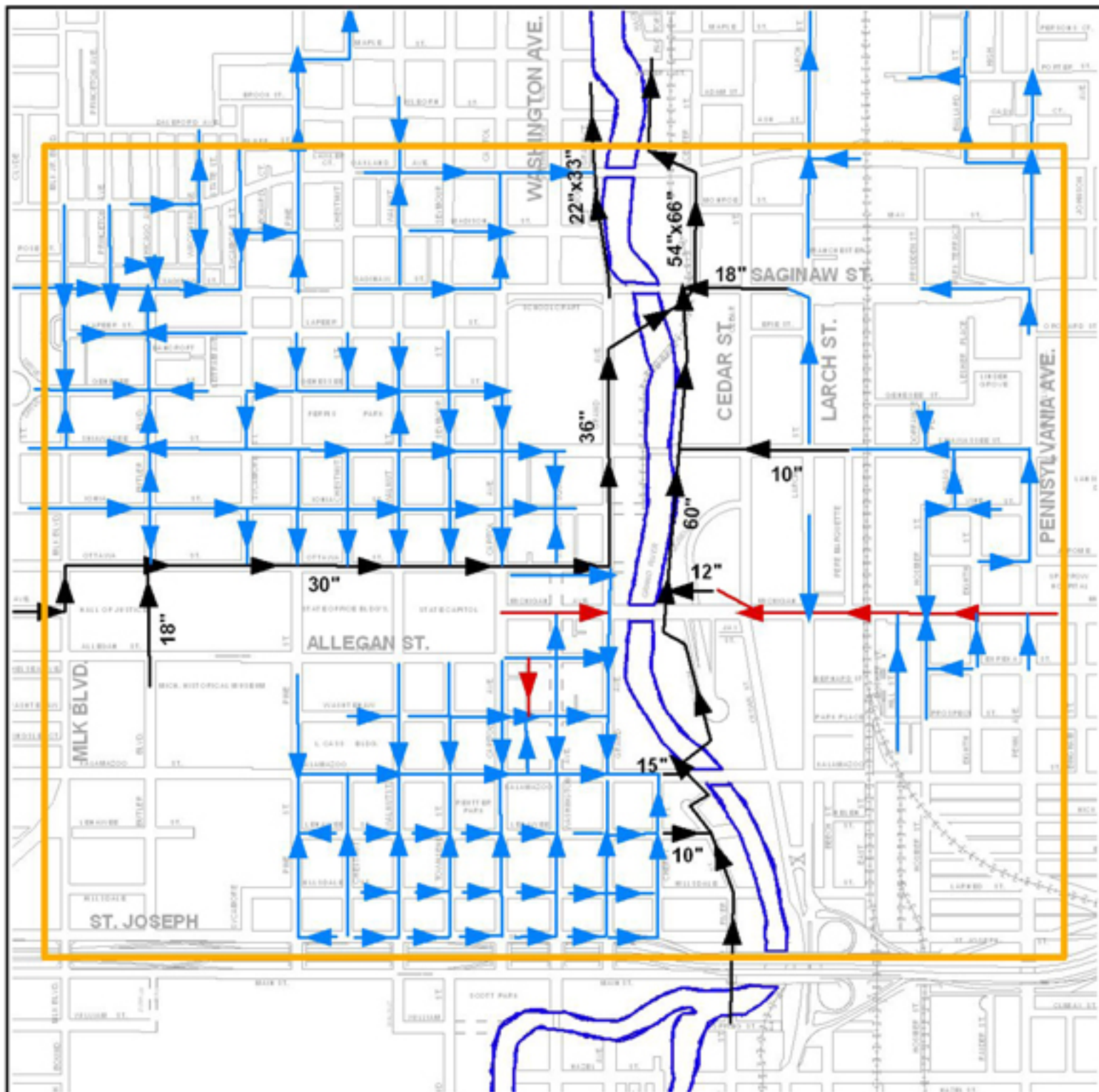
### **Storm Water**

Lansing CSO sewer separation projects are not aimed at providing storm water drainage improvements. In most cases the existing combined sewer system is simply retained as the storm sewer system after separation is completed. The City will generally provide storm water service leads for properties that need them. The City will also consider increasing storm sewer capacity in special cases where the existing system is significantly undersized, resulting in frequent surface flooding problems. New storm sewers are typically designed to provide capacity for a 10-year rainfall.

# SEGMENTATION SUMMARY TABLE

Year	Proposed Work	Issues
2006	<ul style="list-style-type: none"> <li>Michigan – the Grand River to Jones (regulator 023)</li> <li>Michigan – Grand to Capitol</li> <li>“Dumpster Alley” – Washtenaw to Allegan</li> </ul>	<ul style="list-style-type: none"> <li>Completes traffic circle at Washington.</li> <li>Do not occupy Michigan/Grand and Michigan/Larch intersections at same time.</li> <li>Maintain two-way traffic in Michigan between the Grand River and Cedar Street.</li> <li>Perform streetscape enhancements in Michigan pending availability of funding.</li> <li>Dumpster Alley work to coordinate with other City improvement projects and replacement of BWL steam line.</li> </ul>
2007	<ul style="list-style-type: none"> <li>Kalamazoo – Grand to Capitol</li> <li>Pennsylvania– Eureka to Grand River (regulators 023, 020, 018)</li> <li>Larch – North of Michigan</li> <li>Seymour – Ottawa to Ionia</li> <li>Washington – Ottawa to Shiawassee</li> <li>Local collector sewers to regulator 023</li> </ul>	<ul style="list-style-type: none"> <li>Need to perform Kalamazoo work to keep schedule for other South West District sewers.</li> <li>Kalamazoo west of Capitol was just reconstructed in 2003, so delay that portion of the roadway as long as feasible.</li> <li>Washington Square between Ottawa and Shiawassee will be converted from a pedestrian mall to a street similar to the 100 block of North Washington.</li> <li>Local collector sewers to regulator 023 includes: Hill, Hosmer, Eighth, Eureka.</li> </ul>
2008	<ul style="list-style-type: none"> <li>Grand – Ottawa to St Joseph</li> <li>Walnut – Ottawa to Shiawassee</li> <li>Local collector sewer to regulator 020</li> </ul>	<ul style="list-style-type: none"> <li>Need Grand completed to perform work in Allegan.</li> <li>Grand from Michigan to Ottawa, street reconstruction and water main work only.</li> <li>The intersection at Grand and Michigan will be closed for several months. Access in and out of the City via other routes; Kalamazoo and Shiawassee will be open.</li> <li>Local collector sewers to regulator 020 includes: Vine, Jerome, Haag, Dorrance.</li> </ul>
2009	<ul style="list-style-type: none"> <li>Allegan – Capitol to Grand</li> <li>Chestnut – Ottawa to Shiawassee</li> <li>Larch – Shiawassee to Grand River</li> <li>Saginaw – Prudden to Pennsylvania</li> <li>Trunk sewer for regulator 015</li> </ul>	<ul style="list-style-type: none"> <li>Allegan construction includes CSO, streetscape, water and steam main.</li> <li>Failing steam line in Allegan.</li> <li>Larch Street work needed to meet Phase IV completion requirements.</li> <li>Maintain east bound traffic lanes in Saginaw.</li> <li>regulator 015 trunk sewer includes portions of Pine, Madison, Sycamore.</li> </ul>
2010	<ul style="list-style-type: none"> <li>Washington – Kalamazoo to Allegan</li> <li>Ottawa – Grand to Capitol</li> <li>Trunk sewer for regulator 015</li> <li>Local collector tributary to 015 trunk</li> </ul>	<ul style="list-style-type: none"> <li>Washington construction to include streetscape enhancements pending funding.</li> <li>Ottawa work includes re-connection of service leads, water main and road/streetscape reconstruction.</li> <li>Do not close Ottawa and Washington at the same time.</li> <li>regulator 015 trunk sewer includes portions of Saginaw and Butler.</li> <li>Local collectors to 015 trunk: Wisconsin, Oakland, Lapeer, Genesee, Sycamore.</li> </ul>
2011	<ul style="list-style-type: none"> <li>Shiawassee – Grand to M.L. King</li> <li>M.L. King – Oakland to Shiawassee</li> <li>Local collector tributary to 015 trunk</li> </ul>	<ul style="list-style-type: none"> <li>Shiawassee east of Capitol is needed prior to work in Capitol.</li> <li>Local collector sewers to 015 trunk sewer: Wisconsin, Chicago, Princeton, and Butler.</li> </ul>
2012	<ul style="list-style-type: none"> <li>Capitol – St Joseph to Allegan and Ottawa to Genesee</li> </ul>	<ul style="list-style-type: none"> <li>Capitol north of Shiawassee needed prior to work in Genesee.</li> </ul>
2013	<ul style="list-style-type: none"> <li>Washington – St Joseph to Kalamazoo</li> <li>Genesee Area – Capitol to Sycamore</li> </ul>	<ul style="list-style-type: none"> <li>Washington work to include streetscape enhancement pending availability of funding.</li> </ul>
2014	<ul style="list-style-type: none"> <li>Kalamazoo – Capitol to Pine</li> <li>Townsend – St Joseph to Allegan</li> <li>Oakland – the Grand River to Chestnut</li> <li>Walnut – Oakland to Saginaw</li> </ul>	<ul style="list-style-type: none"> <li>Work in Kalamazoo needed prior to remaining streets in South West District</li> </ul>
2015	<ul style="list-style-type: none"> <li>Walnut – St Joseph to Allegan</li> <li>Capitol – Oakland to Saginaw</li> <li>Saginaw – Capitol to Chestnut</li> <li>Madison – Walnut to Capitol</li> <li>Washtenaw – Grand to Capitol</li> <li>Lenawee – Capitol to Washington</li> <li>Alley south of Washtenaw</li> </ul>	<ul style="list-style-type: none"> <li>Close only one block of Washtenaw at a time.</li> </ul>
2016	<ul style="list-style-type: none"> <li>Pine – St. Joseph to Allegan and Ottawa to Shiawassee</li> <li>Chestnut – St. Joseph to Kalamazoo</li> <li>Lenawee – Pine to Walnut</li> </ul>	
2017	<ul style="list-style-type: none"> <li>Ionia – Grand to M.L. King</li> <li>Sycamore – Ottawa to Shiawassee</li> <li>Butler – Ottawa to Shiawassee</li> </ul>	<ul style="list-style-type: none"> <li>This is the latest Ionia can be scheduled; if it is any later, separation of streets west of M.L. King can not be completed.</li> </ul>
2018	<ul style="list-style-type: none"> <li>Washtenaw – Pine to Capitol</li> <li>Lenawee – Walnut to Cherry</li> <li>Hillsdale – Walnut to Washington</li> </ul>	<ul style="list-style-type: none"> <li>Close only one block of Washtenaw at a time.</li> </ul>
2019	<ul style="list-style-type: none"> <li>Washington – Allegan to Michigan</li> <li>St Joseph – Grand to Pine</li> <li>Hillsdale – Washington to Cherry</li> <li>Cherry – Lenawee to Kalamazoo.</li> </ul>	<ul style="list-style-type: none"> <li>Washington work scheduled for last year as streetscape was performed in 2002.</li> </ul>
2020	<ul style="list-style-type: none"> <li>Project Performance Certification (PPC) investigations, monitoring and reporting</li> </ul>	<ul style="list-style-type: none"> <li>This may include limited sewer construction to correct any outstanding separation issues identified from PPC efforts.</li> </ul>





#### NOTES:

1. Work in alley north of Washtenaw to coordinate with other City and BWL improvement projects
2. Michigan east of the River necessary to meet current CSO separation scheduling requirements
3. Work in Michigan west of River completes traffic circle at Michigan and Washington
4. No work in the intersection of Michigan and Grand
5. Maintain 2-way traffic in Michigan between the River and Cedar
6. Includes streetscape enhancements pending funding availability



Task Force Study Area



2006 Construction



Future Construction



Exist. San. Trunk/Interceptor Sewers



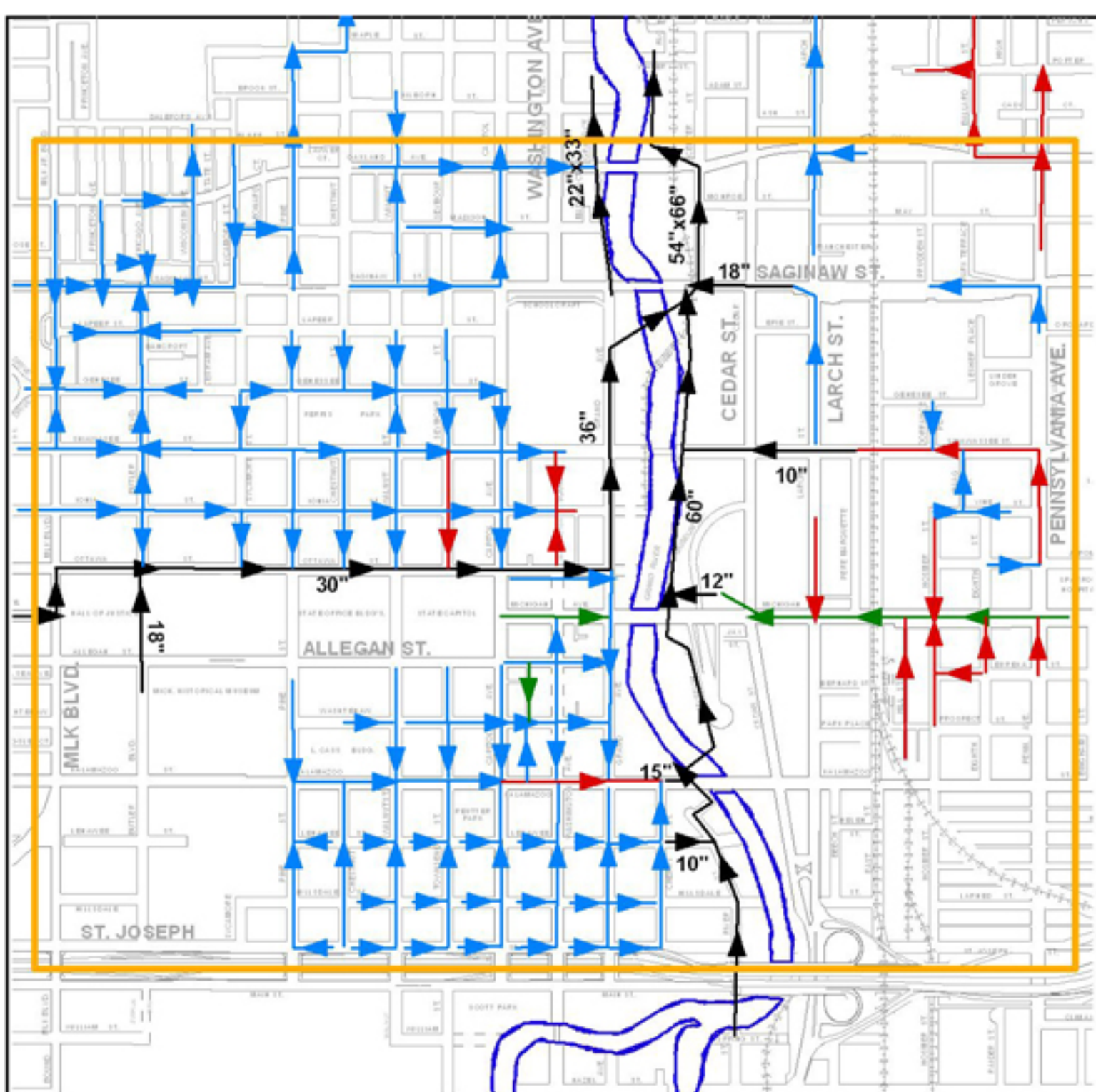
CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2006**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



#### NOTES:

1. Work in Shiawassee and Pennsylvania necessary to meet current CSO separation scheduling
2. Constrain contract(s) so as to not close Larch and Pennsylvania at the same time
3. Larch Street may have necessary sewer infrastructure already in place; therefore, may need to only re-connect private property services to appropriate sewer
4. Kalamazoo work west of River necessary to keep schedule for other South West District sewers
5. May be able to maintain one lane of traffic in Kalamazoo and Grand
6. Coordinate access/staging to CATA via Grand Avenue and/or Lenawee Street
7. Washington Square work includes opening mall back to traffic with streetscaping

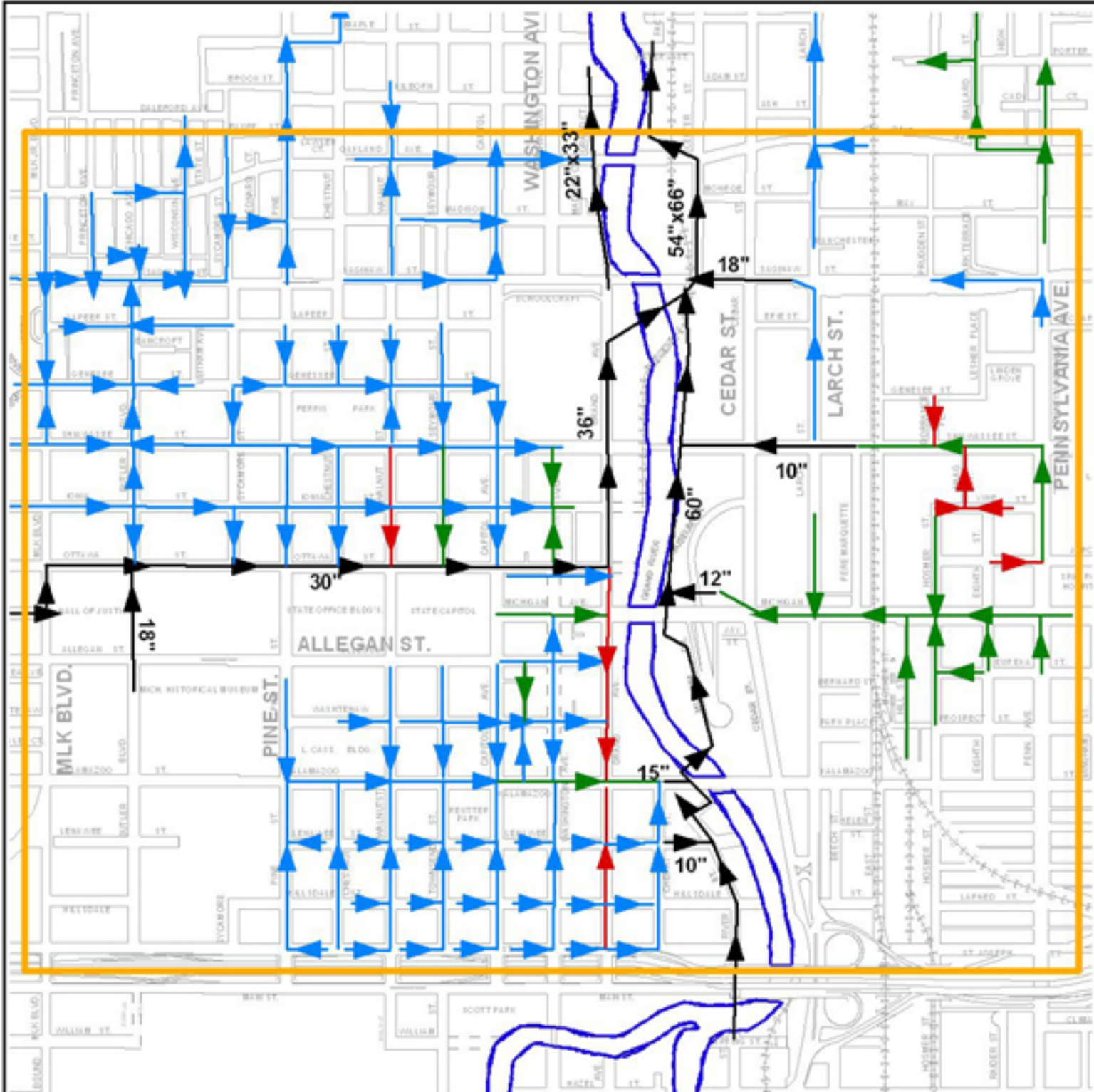


-  Task Force Study Area
-  Completed Construction
-  2007 Construction
-  Future Construction
-  Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL  
**CONSTRUCTION YEAR 2007**  
2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION





#### NOTES:

1. Grand work will require closure of Grand/Michigan intersection
2. Shiawassee and Kalamazoo Street bridges both open for access to downtown
3. May be feasible to maintain at least one lane of traffic in Grand (except at intersection with Michigan)
4. Grand work required to perform work in Allegan
5. Grand from Michigan to Ottawa - street reconstruction and water main work only
6. Constrain construction as not to close Walnut and Grand Ave.; Ottawa to Allegan at the same time



- ▭ Task Force Study Area
- ↗ Completed Construction
- ↗ 2008 Construction
- ↗ Future Construction
- ↗ Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

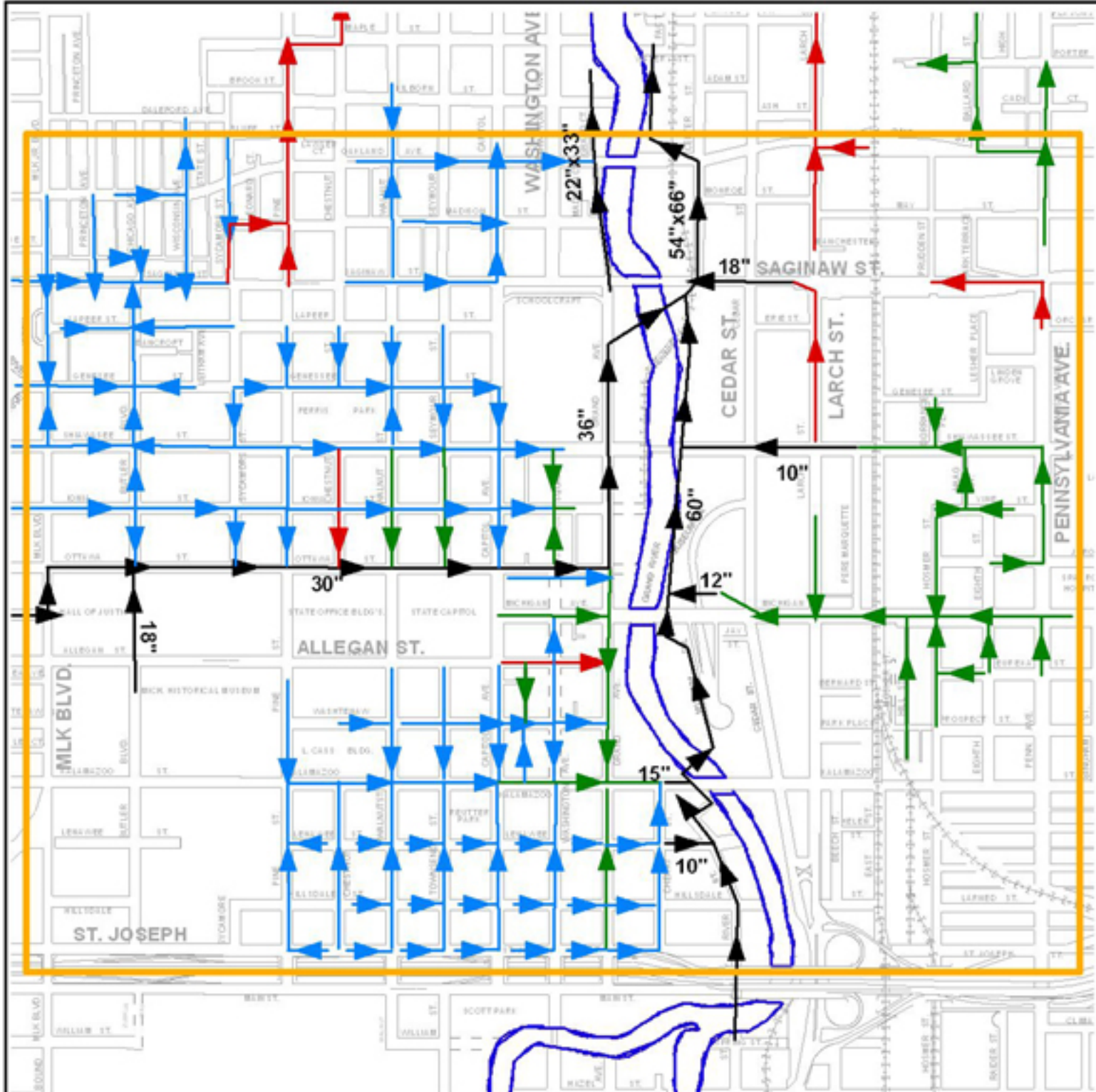
**CONSTRUCTION YEAR 2008**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





#### NOTES:

1. Allegan work includes CSO, streetscape, water main and steam main construction
2. Failing steam line in Allegan
3. Work in Pine/Madison/Sycamore (Regulator 015 Trunk Sewer) needed to meet Phase V scheduling requirements
4. Work in Larch necessary to meet current CSO separation scheduling requirements
5. Work in Saginaw and Pennsylvania requires sewer in Larch north of May to be completed



Task Force Study Area



Completed Construction



2009 Construction



Future Construction



Exist. San, Trunk/Interceptor Sewers



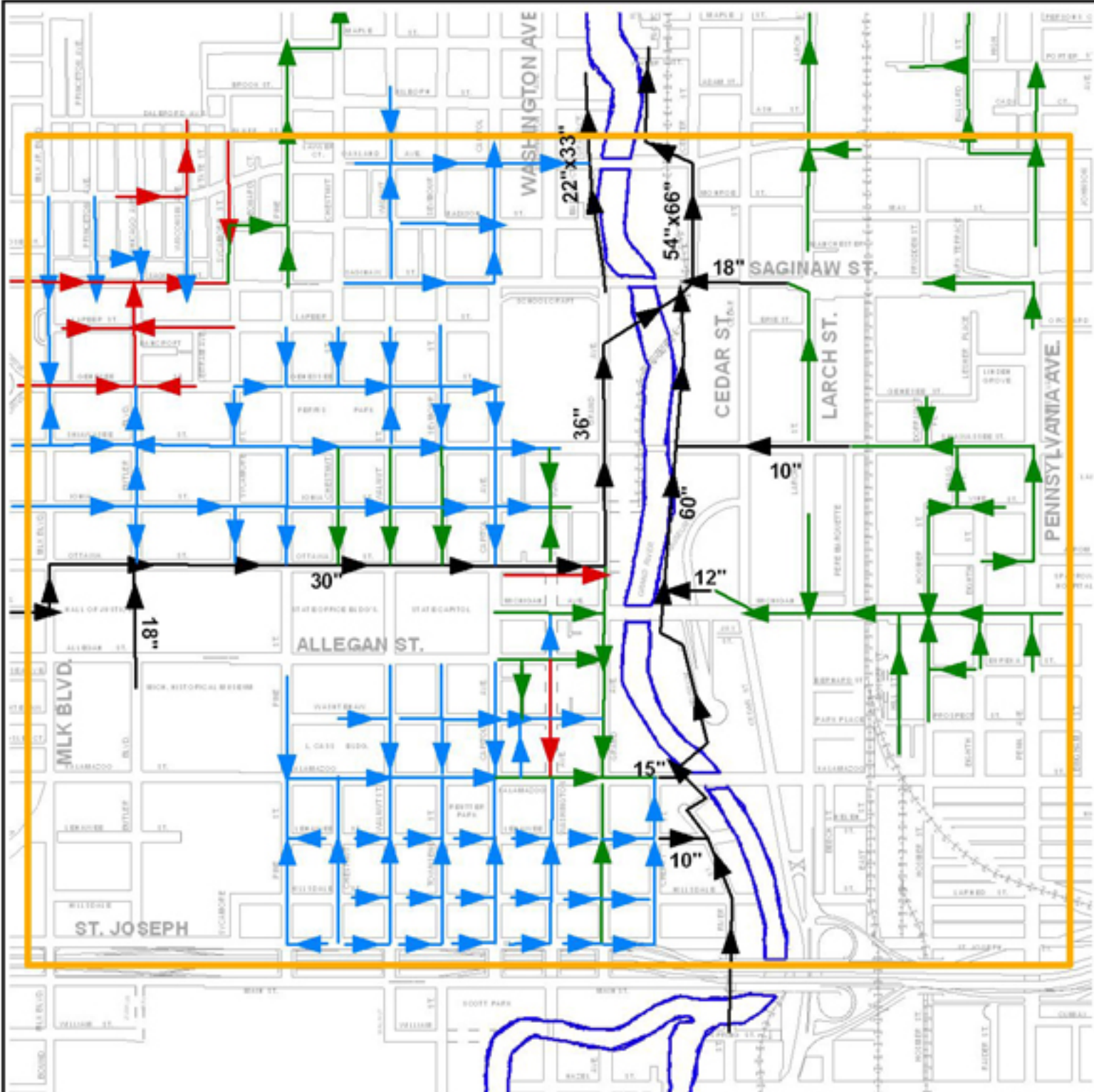
CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2009**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



#### NOTES:

1. Washington Avenue work expected to include streetscape similar to 100 block north and south if funding is available
2. Ottawa Street - service leads, water main and road/streetscape reconstruction only
3. Work in Saginaw/Butler (Regulator 015 Area Trunk Sewer) needed to meet Phase V scheduling requirements



- ▭ Task Force Study Area
- Completed Construction
- 2010 Construction
- Future Construction
- Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

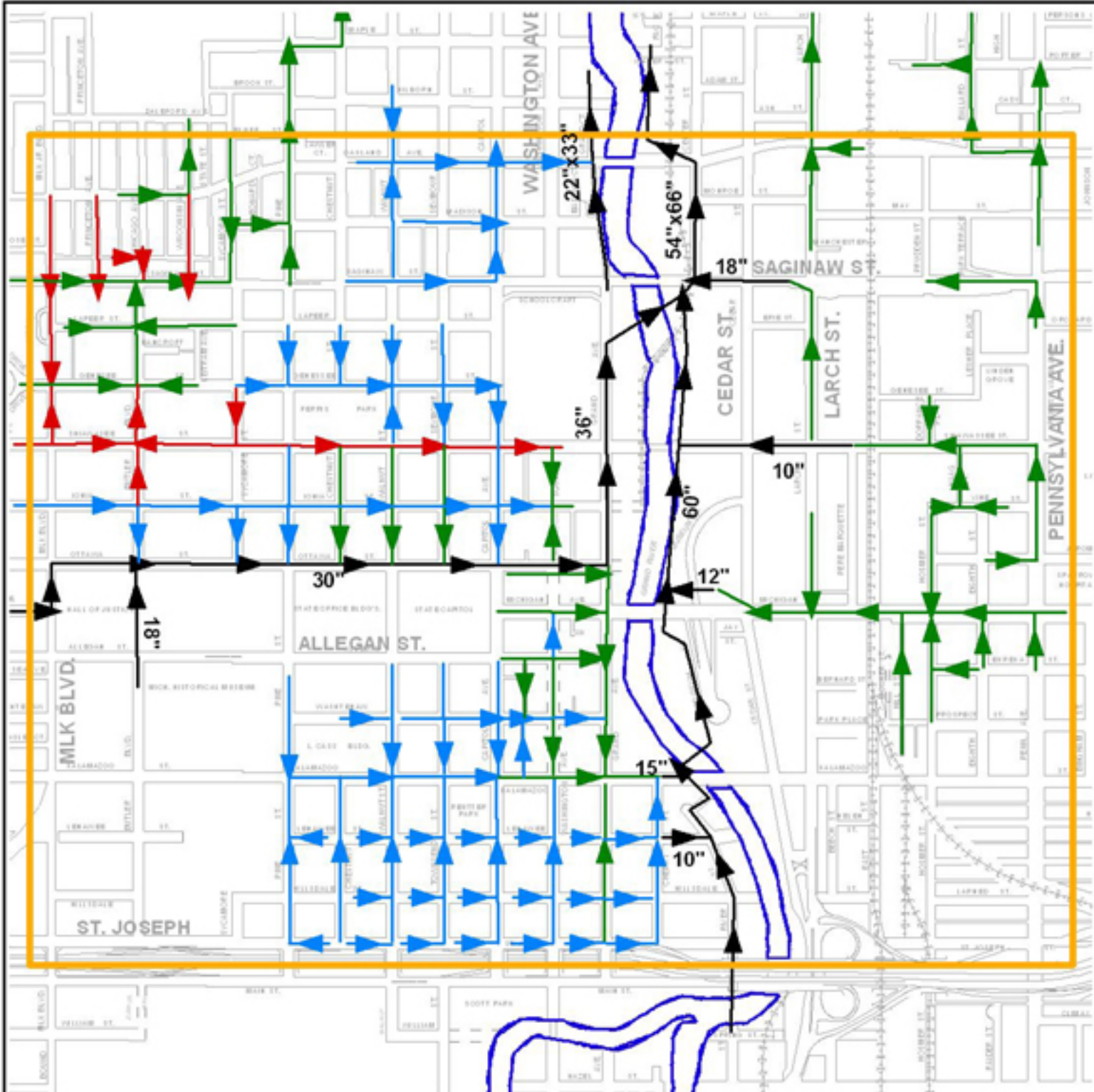
**CONSTRUCTION YEAR 2010**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





#### NOTES:

1. Shiawassee east of Capitol is needed prior to work in Capitol
2. Anticipate work in Shiawassee between Capitol and Sycamore to focus on building lead connections



- Task Force Study Area
- Completed Construction
- 2011 Construction
- Future Construction
- Exist. San. Trunk/Interceptor Sewers

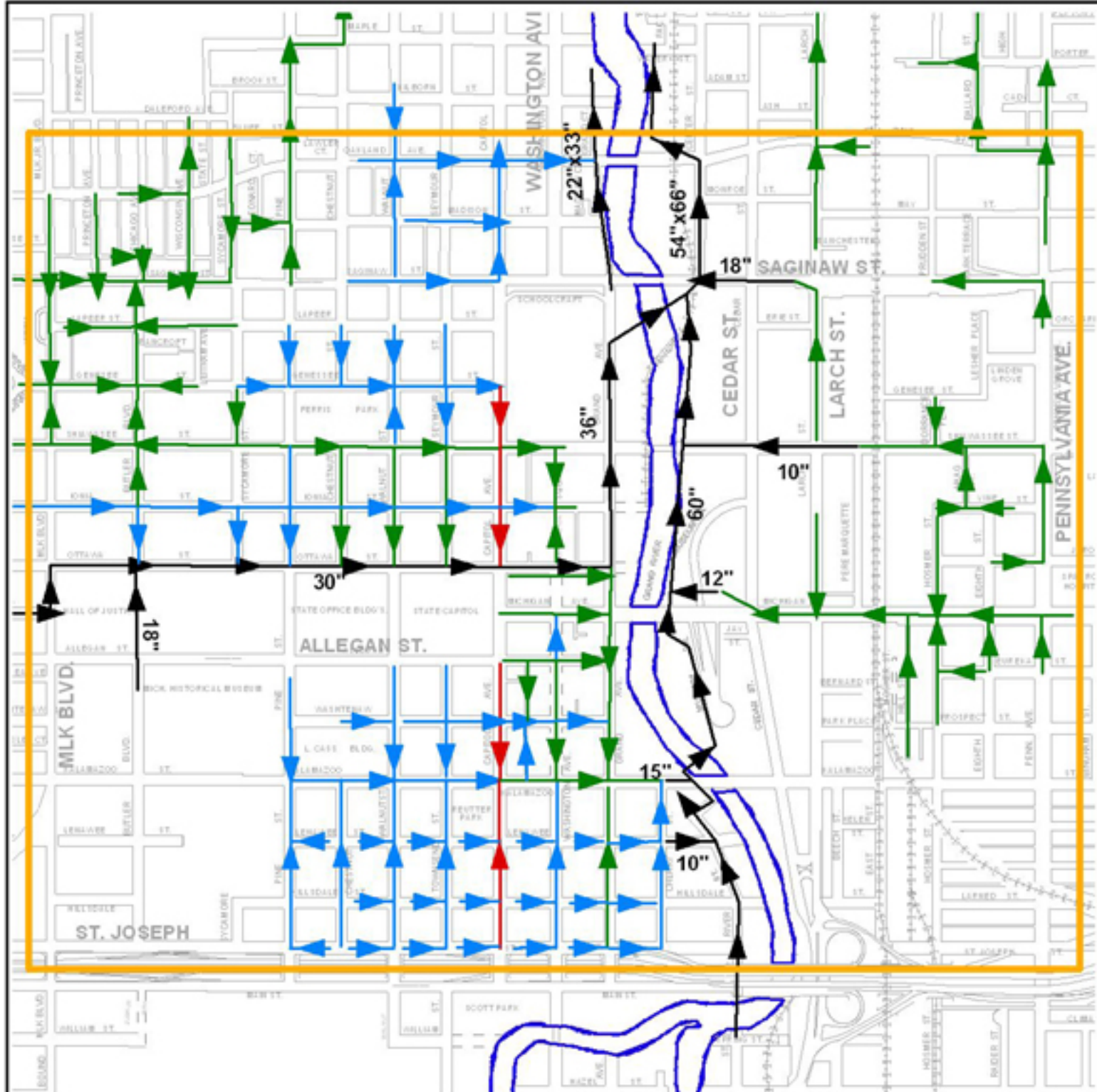


CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2011**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION





#### NOTES:

1. Capitol north of Shiawassee needed prior to work in Genessee
2. May be feasible to maintain one lane traffic in Capitol from Allegan to St. Joseph
3. No other major underground work to be scheduled in downtown area at this time



- Task Force Study Area
- Completed Construction
- 2012 Construction
- Future Construction
- Exist. San. Trunk/Interceptor Sewers



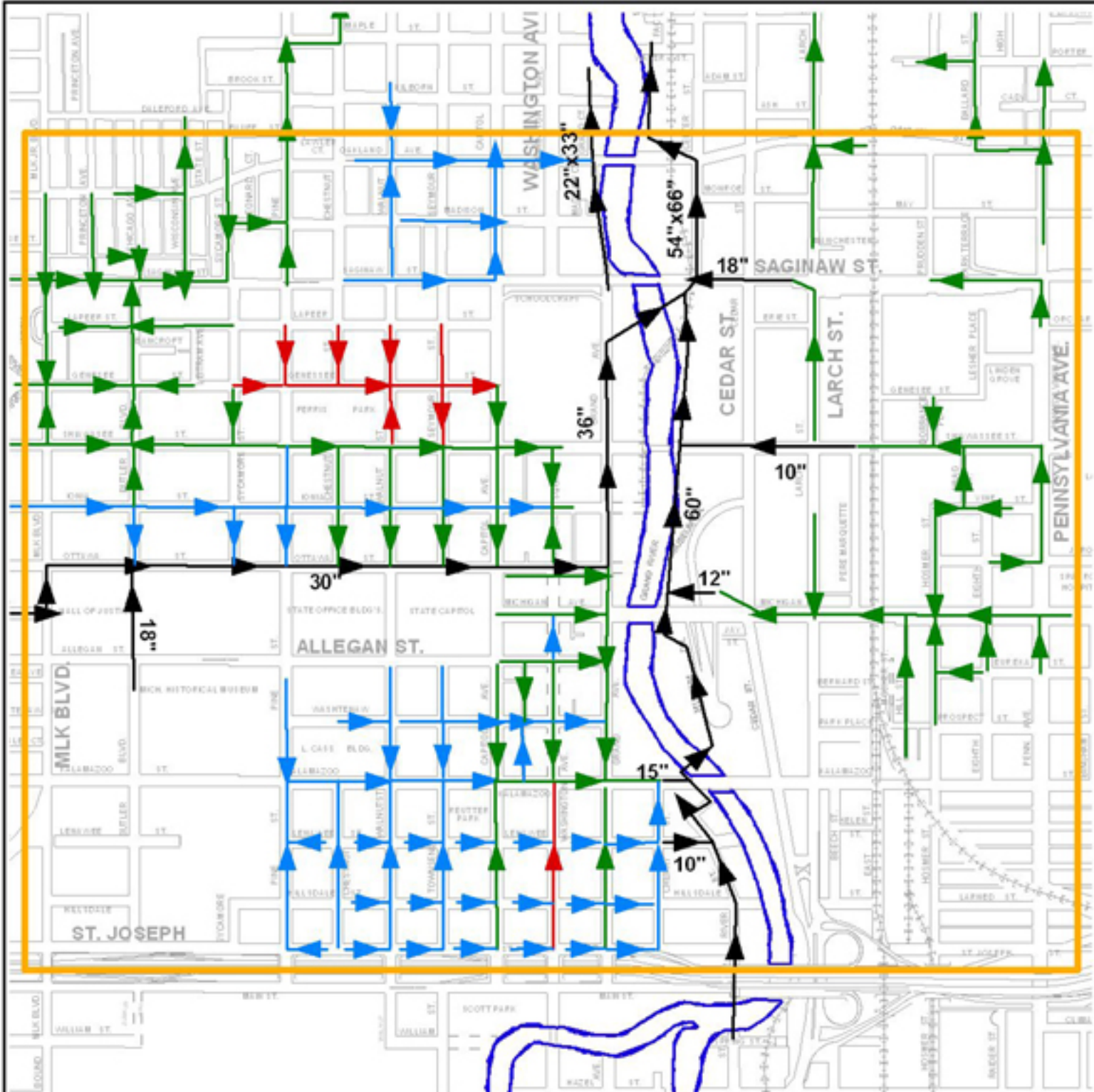
CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

## CONSTRUCTION YEAR 2012

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



# NOTES:

1. Washington work expected to include streetscape similar to previous projects if funding is available



- Task Force Study Area
- Completed Construction
- 2013 Construction
- Future Construction
- Exist. San. Tunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

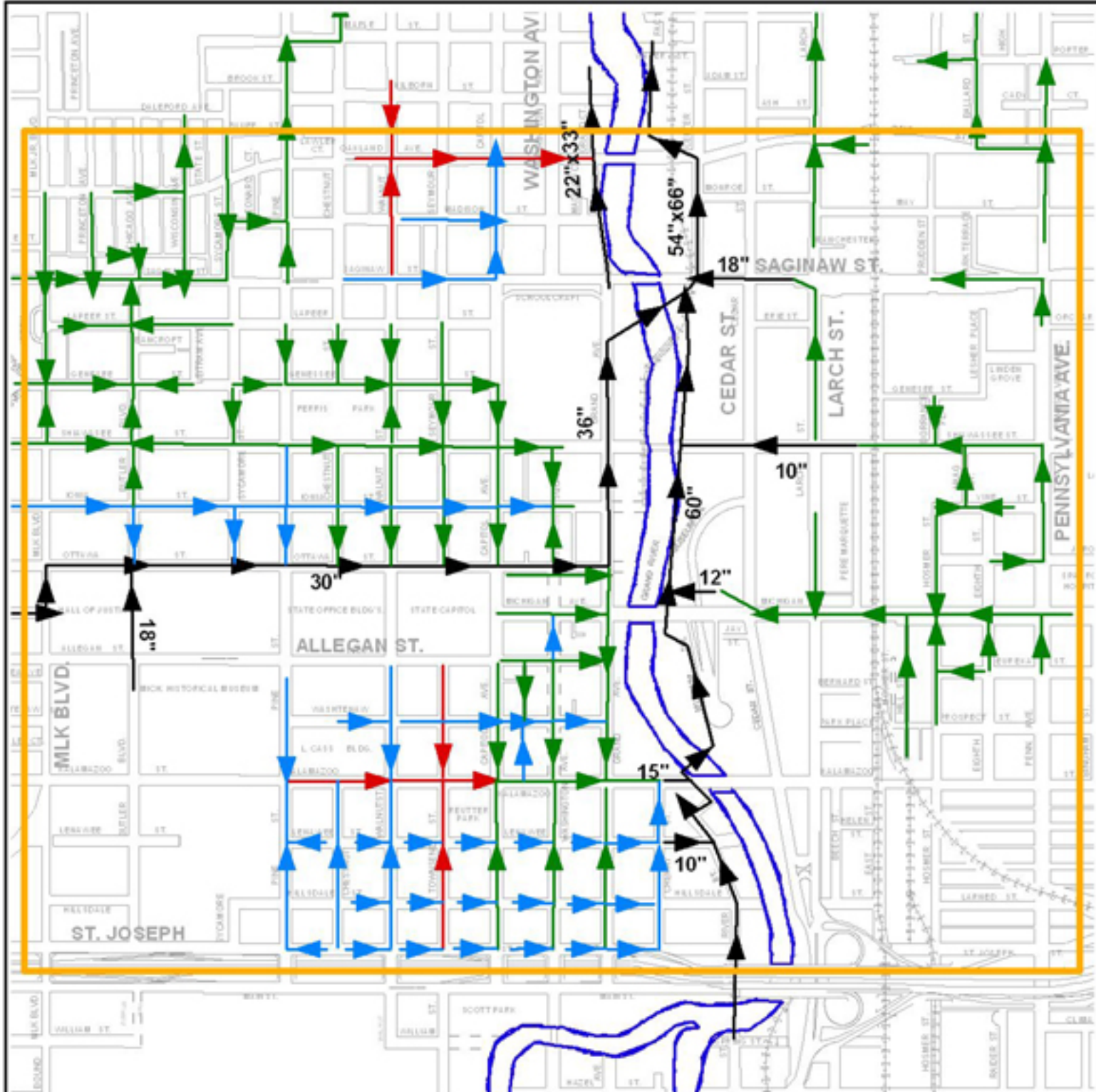
**CONSTRUCTION YEAR 2013**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





#### NOTES:

1. Work in Kalamazoo needed prior to remaining streets in South West District
2. Constrain construction to prevent closing Washtenaw at Townsend and Kalamazoo at the same time



- ▭ Task Force Study Area
- ↗ Completed Construction
- ↗ 2014 Construction
- ↗ Future Construction
- ↗ Exist. San. Trunk/Interceptor Sewers

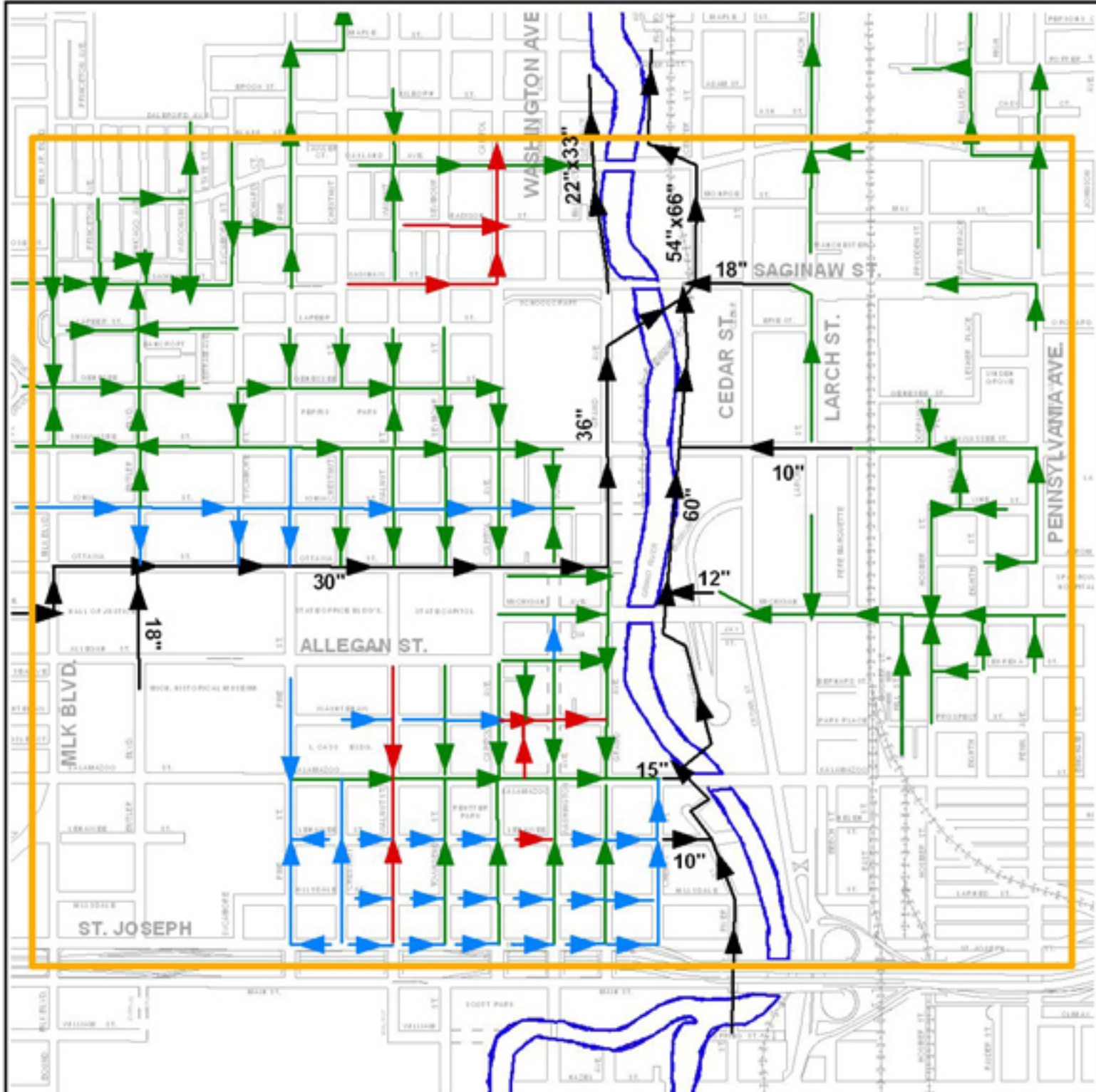


CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2014**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION





#### NOTES:

1. Perform work in one block of Washtenaw at a time
2. Stub through Capitol to avoid re-opening intersection in year 2018



- Task Force Study Area
- Completed Construction
- 2015 Construction
- Future Construction
- Exist. San. Trunk/Interceptor Sewers



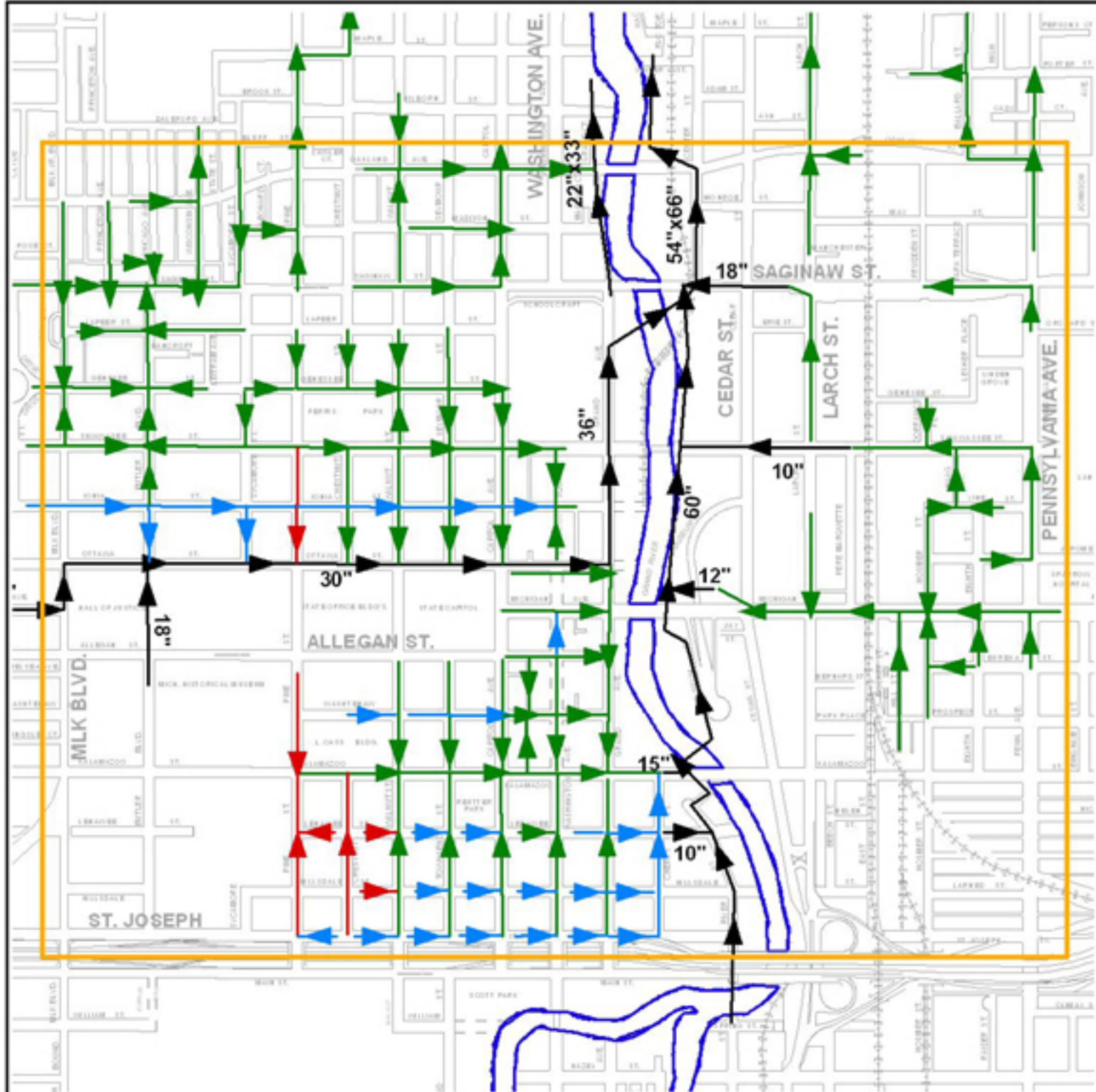
CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2015**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



- ▭ Task Force Study Area
- ↗ Completed Construction
- ↗ 2016 Construction
- ↗ Future Construction
- ↗ Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

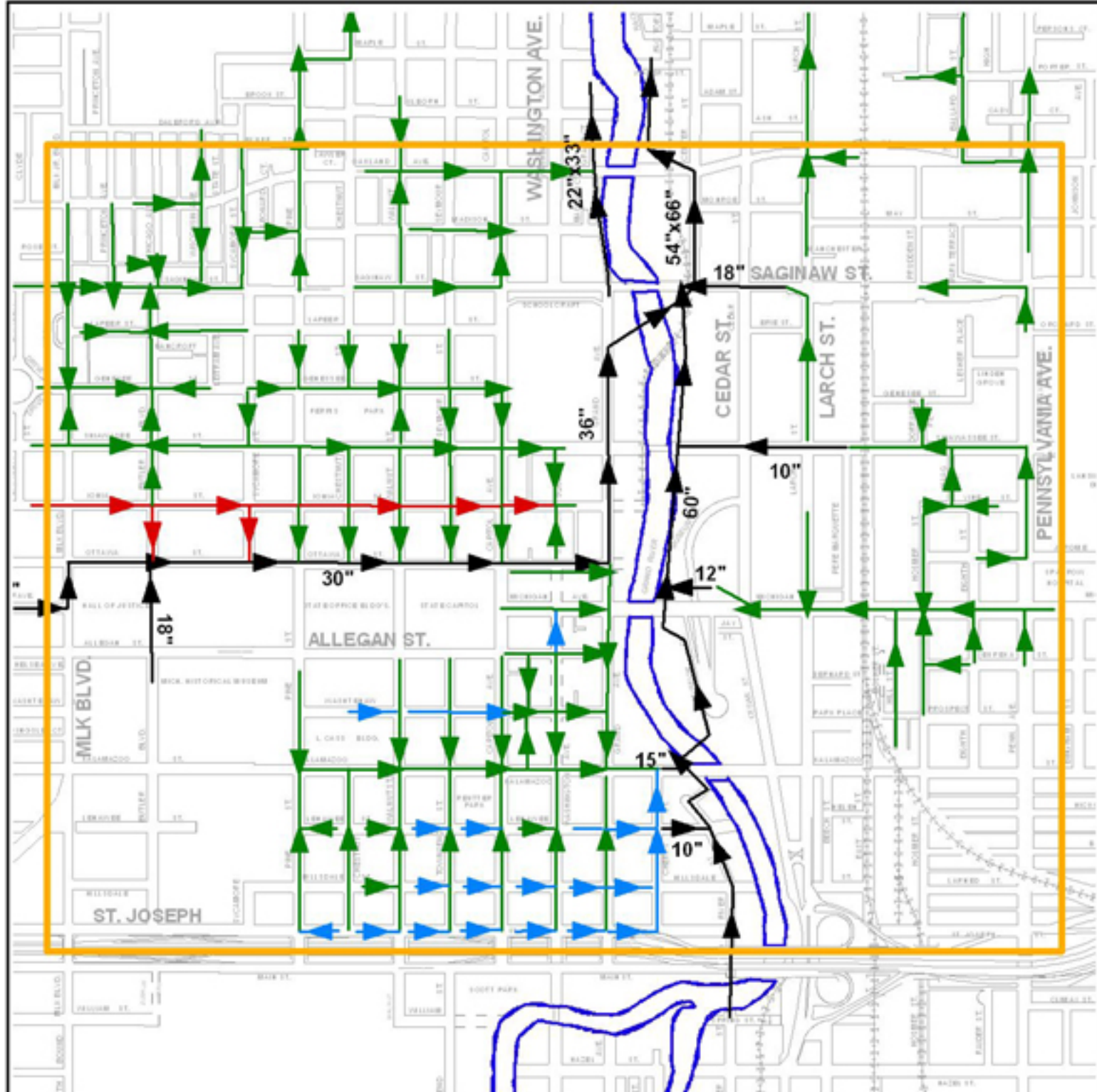
**CONSTRUCTION YEAR 2016**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





#### NOTES:

1. Work in Ionia west of Sycamore needed to meet Phase VI separation of area west of M.L. King
2. Anticipate work in Ionia between Capitol and Sycamore to focus on building lead reconnections



- ▭ Task Force Study Area
- Completed Construction
- 2017 Construction
- Future Construction
- Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

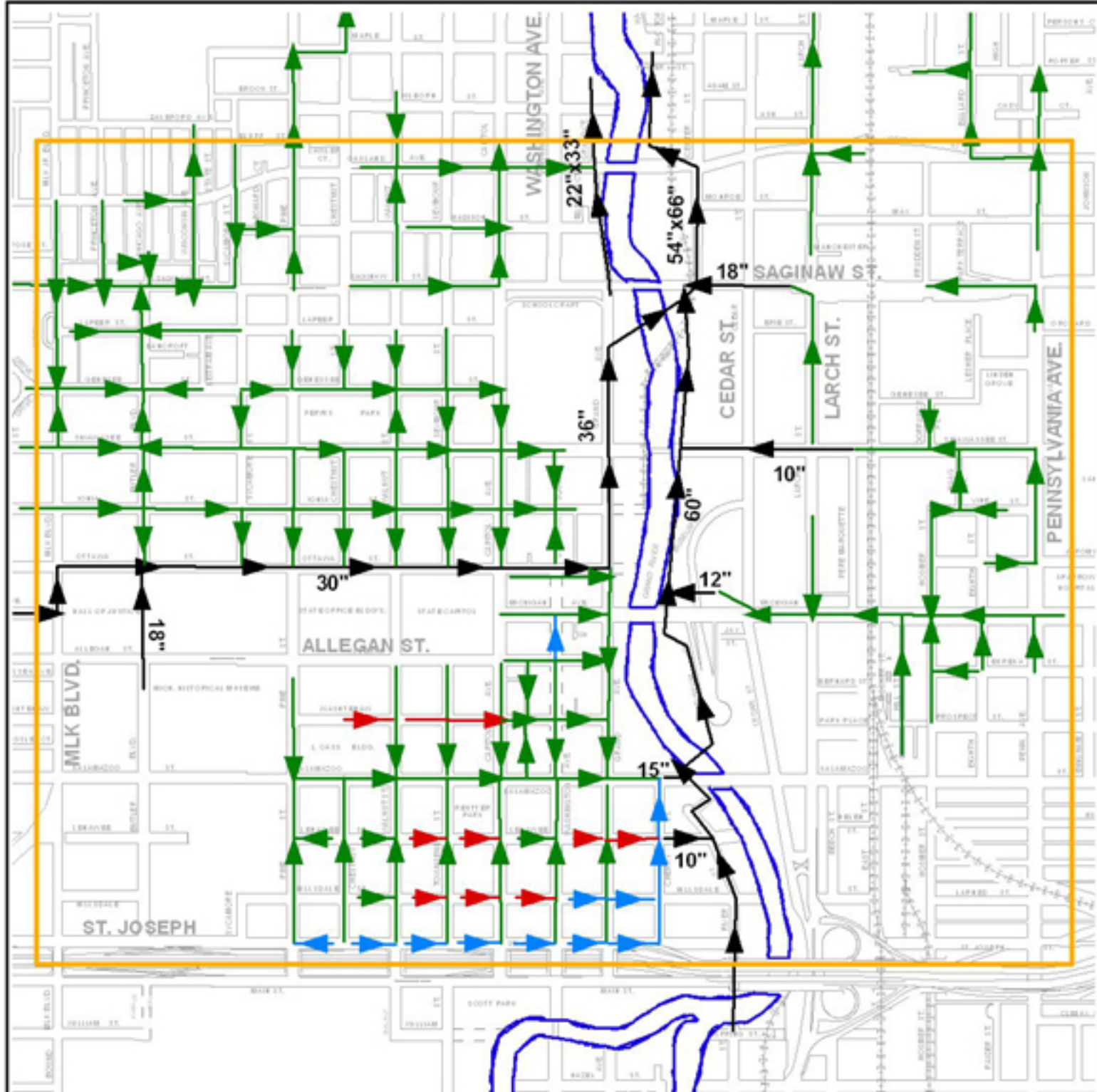
**CONSTRUCTION YEAR 2017**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





Task Force Study Area

Completed Construction

2018 Construction

Future Construction

Exist. San. Trunk/Interceptor Sewers



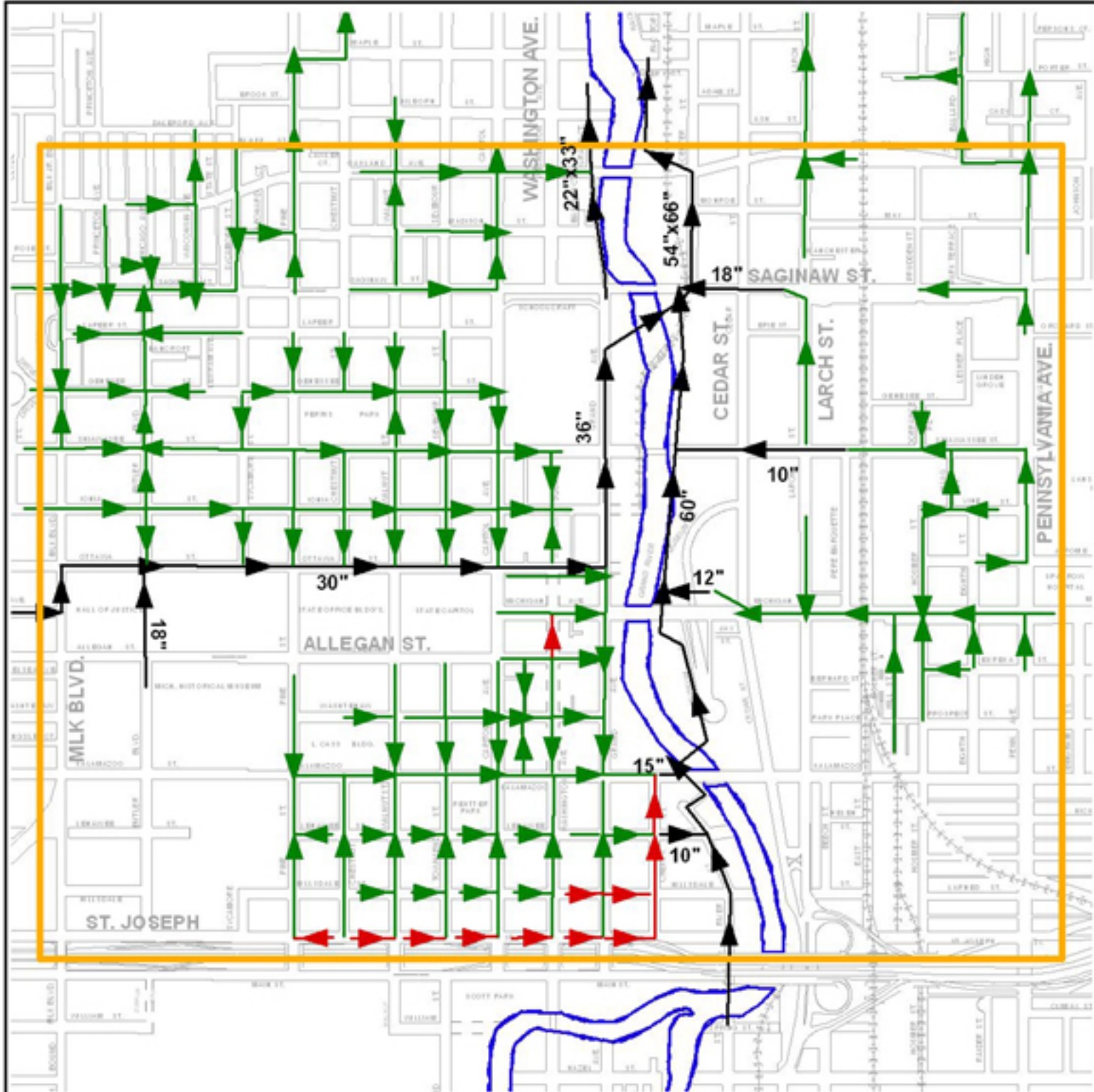
CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

**CONSTRUCTION YEAR 2018**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



#### NOTES:

1. Washington work scheduled for last year of CSO to maximize life of streetscape performed in 2002



- Task Force Study Area
- Completed Construction
- 2019 Construction
- Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL

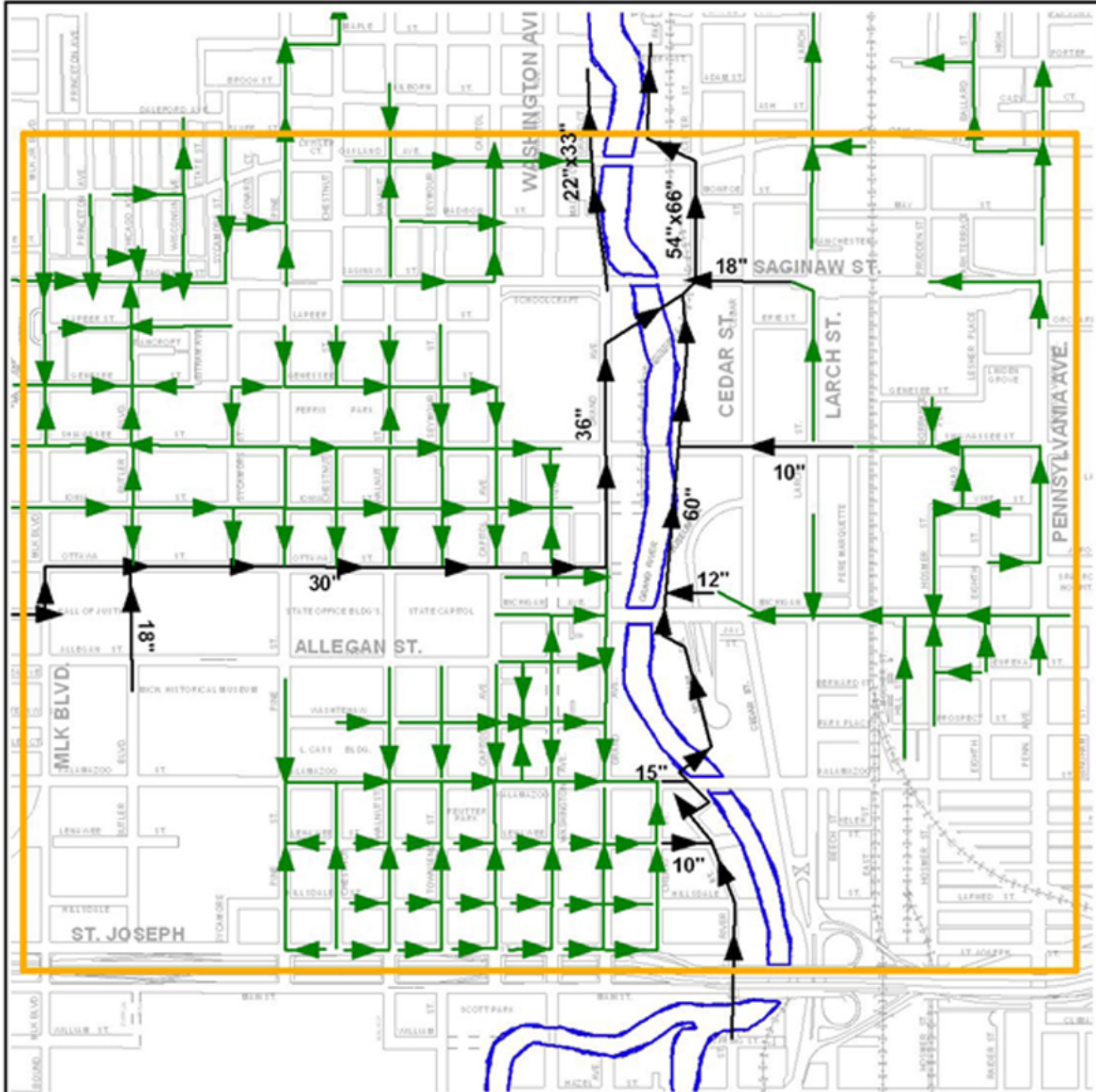
**CONSTRUCTION YEAR 2019**

2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04





# NOTES:

1. This year designated for Project Performance Certification for final CSO program



- Task Force Study Area
- Completed Construction
- Exist. San. Trunk/Interceptor Sewers



CITY OF LANSING  
COMBINED SEWER OVERFLOW CONTROL  
**CONSTRUCTION YEAR 2020**  
2020 INFRASTRUCTURE  
TASK FORCE  
DOWNTOWN SEGMENTATION

DESIGNED: KRK

DATE: 11/12/04



# CONCLUSION

Lansing's CSO Control Program is required by State and Federal law. The CSO Control Program has provided a unique opportunity for Lansing to make major infrastructure improvements in the areas that need it most using low interest SRF loan monies.

The City of Lansing is continuously seeking to improve our metropolitan riverfront setting and the infrastructure that supports all we do. The City is also striving to improve communication to stakeholders and integration of all significant infrastructure projects to minimize disruption during construction, and maximize project benefits and cost-effectiveness. The Mayor's Downtown 2020 Infrastructure Task Force was formed in January 2004 to seek input and guidance from all downtown stakeholders to help improve implementation of the CSO Control Program, and to bolster communication about the upcoming work.

The Task Force Report Volumes I and II provide a summary and background of the Task Force's findings and recommendations for proposed infrastructure projects in the downtown area through 2020. The Public Service Department and other downtown stakeholders should use the report as a planning guide. Once it is adopted, major scheduling changes would likely impact many years worth of proposed work, and the plans of associated property and business owners. So, the proposed work segmentation and schedule must remain firm.

It is recognized, however, that some proposed work may need to shift to accommodate unforeseen physical conditions, changes and development opportunities that may arise. Individuals who wish to discuss modification of the proposed recommendations and CSO work segmentation should contact the Lansing Director of Public Service at the earliest opportunity. The Director may find it necessary to reconvene an ad hoc committee, or even the entire Task Force to provide input regarding proposed changes. Significant changes may also require MDEQ approval.

## ***Continuing Communication***

The City pledges to provide advance communication regarding upcoming work and any significant changes, and will continue to develop a diversified communication plan to get the word out in several modes. A part of this plan will be to follow up with post-construction input gathering to identify program improvement ideas moving forward.

## ***Next Steps***

Concurrent with the approval of this plan by the Task Force, Mayor and City Council, the plan will be reviewed with MDEQ to get their input, and to determine if a CSO Control Project Plan Amendment will be necessary. If so, a public hearing will be required. Upon satisfying MDEQ and public hearing issues, if any, final approval of the plan would be given by MDEQ.

## ***Acknowledgement***

The City has found enormous benefit in working with the Task Force to best meet the needs of downtown Lansing stakeholders during this challenging and exciting period of revitalization. The Public Service Department would like to thank the Task Force participants for their significant efforts, and welcomes input from Task Force participants and other stakeholders regarding the process to date, and future efforts to gather and consider stakeholder input.



# TASK FORCE PARTICIPANTS

*Thank you to the following individuals who served on the Mayor's Downtown 2020 Infrastructure Task Force. Subcommittee participation is indicated in parentheses.*

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(Michigan Avenue, Visioning, Segmentation)

Jon Anthony, Jon Anthony Florist (Michigan Avenue)

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(Marketing/Public Relations)

Joan Bauer, Lansing City Council (Michigan Avenue)

Bill Bergman, City of Lansing Public Service Department  
(Marketing/Public Relations)

David Berridge, Director, City of Lansing Public Service  
Department (Michigan Avenue, Marketing/Public Relations)

Ron Blodgett, Mole Hole

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Timothy Cook, Gorsline Runciman Funeral Home

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George Eyde (Segmentation)

John Farquhar, Capitol National Bank

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Randy Hahn, Twin Lawn (Washington Square)

Kenric Hall, Radisson Hotel (Michigan Avenue, Marketing/  
Public Relations, Segmentation)

Ruth Hallman, Genesee Neighborhood Association

Mark Hanninga, Stockwell Real Estate

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(Michigan Avenue)

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Scott Jubeck, Clara's (Michigan Avenue)

David Kositchek, Kositchek's (Segmentation)

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Corporation (Michigan Avenue)

Kurt Krahulik, Tetra Tech (Segmentation)

Matt Krysiak, Capitol National Bank (Michigan Avenue,  
Segmentation)

Barbara Larson, Lansing Community College

Erik Larson, Impression Five Science Center (Michigan  
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Mark Latterman, Latterman & Associates (Michigan Avenue,  
Visioning, Segmentation)

Don LeDuc, Cooley Law School (Michigan Avenue)

Harold Leeman, Jr., Lansing City Council

John Matuszak, Board of Water and Light (Segmentation)

Matt McLeod, Kositchek's

John Mertz, Eastside Commercial Club (Michigan Avenue,  
Visioning)

Grace Middaugh, We Care Neighborhood Organization

Sue Mills, Arts Council of Greater Lansing

Michael C. Murphy, Michigan House of Representatives

Joan Nelson, Allen Neighborhood Center (Michigan Avenue)

Sanford Novick, Board of Water and Light  
Mary O'Connell-Roehr, SBC Ameritech (*Segmentation*)  
Joe Ostrowski, Department of Management and Budget  
Keith Paasch, Department of Management and Budget  
Craig Parrish, Cruisin the Gut Classic Car Show Promoter  
Nancy Parsons, Eastside Neighborhood Association (*Michigan Avenue*)  
Julie Pingston, Greater Lansing Convention and Visitors Bureau (*Michigan Avenue, Marketing/Public Relations, Segmentation*)  
Tom Powers, North Lansing Community Association  
Faith Rach, City of Lansing  
Peter Ramiscal  
Bill Rieske, City of Lansing Planning Department (*Visioning*)  
Cheryl Risner, Lansing Neighborhood Council  
Kelly Rossman-McKinney, Rossman Martin & Associates (*Marketing/Public Relations*)  
James Ruff, City of Lansing and Neighborhood Development (*Chair, Visioning*)  
Tom Saxton, Department of Management and Budget  
Bill Sepic, Chamber of Commerce (*Michigan Avenue*)  
Stephen Serkaian, Kolt & Serkaian Communications, Inc. (*Marketing/Public Relations*)  
Joan Sheldon, Durant Park  
Shane Silsby, City of Lansing Transportation (*Michigan Avenue, Visioning, Marketing/Public Relations*)  
Chris Silsby, Eastern Neighbors  
Charlotte Sinadinos, The Knight Cap (*Michigan Avenue*)  
Terry Sleep, Dollar Deal (*Washington Square*)  
Geneva Smith, Lansing City Council (*Segmentation*)  
Marchelle Smith, Lansing EDC (*Washington Square, Segmentation*)  
John Smythe, Capitol National Bank (*Segmentation*)  
Harris Sorovigas, Parthenon Restaurant (*Washington Square*)  
Ellen Sprouls, Impression Five Science Center (*Michigan Avenue*)  
Jack Stauffer, Eastern Neighbors (*Segmentation*)  
Paul Steinman, MDOT Transportation Service Center (*Michigan Avenue, Segmentation*)  
Ken Stockwell, Stockwell Real Estate (*Segmentation*)  
Kirk Stone, Frizbee's (*Washington Square*)  
Penny Strang, Cherry Hill Neighborhood Association  
Peter Sullivan, Lansing Center (*Michigan Avenue*)  
Chris Swope, Ingham County Commissioner  
Patrick Talty, Lansing Center (*Michigan Avenue*)  
Jackie Teman, Sparrow Hospital  
Brian Turnbull, Department of Management and Budget  
Cherryl Valleau, Green Oaks

Kevin Vander Tuig, Tetra Tech (*Segmentation*)  
Peggy Vaughn-Payne, Westside Neighborhood Association  
Kevin Webb, Old Forest Neighborhood Association  
John West, Sparrow Hospital  
Ron Whitmore, Renaissance Neighborhood Association (*Visioning*)  
Karlyn Wickham, Yellow Strawberry  
David Wiener, Mayor's Office  
Carol Wood, Lansing City Council  
Doug Wood, Lansing Board of Water and Light (*Michigan Avenue*)  
Tom Woods, Davenport University - Business Office  
Kate Wright, WorkSquared Herman Miller (*Washington Square*)  
Monica Zuchowski, Downtown Neighborhood Association (*Michigan Avenue, Visioning*)



# COMMENTS RECEIVED

Prior to publishing this document, the Task Force was given the chance to review and comment on its contents. A Task Force Review Draft dated September 15, 2004 was distributed at the monthly Task Force meeting, along with a comment form. Comments were due back to the City of Lansing by September 28, 2004, so they could be reviewed at a meeting on the following day for inclusion into the report. All Task Force members were invited to attend this meeting to discuss their comments in person, if so desired.

All comments were reviewed for merit, and were either incorporated into *Volume I* or forwarded to the Public Service Department for future consideration. Below is a summary of the comments received. Simple grammatical errors and rewordings are not listed.

## Comments Incorporated in Volume I:

- Highlight important facts in bordered text boxes to attract the readers' attention.
- Elaborate on the type of redevelopment being referred to on page six.
- Switch the photo of the bench to accurately portray the prototype.
- Choose a consistent height for the recommended masonry walls.
- Names of missing task force members and/or subcommittee participation denotation were cited, as were misspelled names and titles.
- Placement of attachments in *Subcommittee Findings and Recommendations* section cause confusion. *(Reviewers determined that said attachments should only be included in Volume II, thus eliminating the concern.)*
- The findings and recommendations section for the Visioning subcommittee was not up-to-date.
- The list of unresolved issues developed by Visioning belongs in *Volume I*. *(Reworded and incorporated as recommendations)*
- Include before and after photos of actual CSO construction.
- Include a summary table of year-by-year CSO construction along with the segmentation maps.
- "Page 5 mentions a "new video" Where is the old video? When will it be ready? In the next paragraph, a hot line # is mentioned, It would be helpful to include the number here." *(The word "new" was deleted from the text, since this is the first video. Delivery schedule is not yet known, so no date could be included. The hot line number, 394-5566, had been intentionally deleted from the text because it may not remain the same in the future, however, the reviewers decided to reinstate it based on this comment.)*
- More explanation is needed on page 9 in the bullet point under the photo. This is an important point that should be emphasized. Money was lost because of delays and changes to a previous plan. *(Reviewers re-read this entry and purposely chose not to over-emphasize this negative and well known fact, agreeing that the text provided was adequate.)*
- "I am happy to read about the environmental benefits of the CSO project. I would like to see more emphasis in this area in the report." *(Bordered text boxes were added to better showcase this type of information both within the report and on the inside back cover.)*
- The colors used in the district map are confusing. The colors in the construction map legends are hard to distinguish. *(More distinct colors were selected and the legend was improved.)*
- Replace the downspout disconnection photo with one that shows a cleaner end result. *(A better image was incorporated.)*
- You should indicate where/when Volume II will be available. *(Added at the end of the third paragraph on page 8.)*
- Under Visioning Subcommittee Findings, add this sentence at the end of the first bullet: "Compatible, but not identical, design features would enhance other districts without detracting from these three high-profile corridors."
- In the first bullet of Visioning Recommendations-Streetscape, add a sentence after "a common theme along selected routes..." to say "Washington

Avenue, Michigan Avenue, and Capitol Loop should receive special design treatments.”

- Rephrase the fourth bullet under Visioning Recommendations-Streetscape, to read, “Balance the streetscape by installing design features (trees, lighting, etc.,) on both sides of the street.”
- Delete the Capitol Loop discussion on page 15. First, it is a finding, not a recommendation. Second, it’s not very clear. The word “may” means “might” (as in “might have been”), and was not intended to be a suggestion.

## Comments Forwarded to the Public Service Department:

Comments forwarded to the Public Service Department will be kept on file for consideration during detailed implementation of the CSO Control Program. These comments will be evaluated relative to the recommendations of the Task Force subcommittees, and available financing.

- “Add bike lanes on all non-neighborhood roads, including Capitol, Grand, Michigan, Kalamazoo, and Shiawasee.”
- “It looks as though a list of ideas was brainstormed and was never prioritized. For example, the idea that one species of tree be planted along roadways was probably submitted by a resident or business owner’s comment. A planner would not have included this idea because of problems with disease, etc. As an Environmental Scientist, I would caution against this idea.” (*The Public Service Department will consult with the City Forester. Reviewers also noted that the use of a single species of tree was recommended only for short segments to distinguish certain areas, not for City-wide use. Further, the species of tree will vary by segment, providing greater biodiversity.*)
- “We are not opposed to the Victorian idea but certainly adds up money-wise.”
- “It’s an interesting idea to have overhead traffic lights replaced with vertical masts but doesn’t seem necessary.”
- “Bollards are fine although we are not sure of their purpose.” (*Bollards are a series of posts used as a safety feature to prevent vehicles from entering an area - in this case, a pedestrian sidewalk.*)

- “Putting pavers in to break up the cemented sidewalks is a concern since pavers lend an uneven surface. This makes it difficult for anyone to maneuver if they have unsure footing, use canes or wheelchairs or wear unsteady shoes such as high heels. It would seem to be a safety issue with liability concerns. We also wonder who is responsible for repairing these entities?” (*The Public Service Department noted that typically the property owner would be responsible for the maintenance of the sidewalk.*)
- “Another area we are opposed to is the idea of reducing lanes where there is a large capacity of vehicles. The rationale behind this seems flawed. Witness Grand River coming into East Lansing for proof of how it produces a stream of traffic making it impossible to enter the street from a side street during many times of the day. We are also concerned about the two-way street proposals, especially in the downtown area.”
- “We need clarification about the center planter island between Grand and Cedar. Somehow we’re not able to clearly visualize that.” (*The conceptual drawing of the planter islands was presented several times at Michigan Avenue subcommittee meetings. The drawing can be viewed at the Public Service Department, 7th floor, City Hall.*)
- “Concerning Michigan Avenue: We are opposed to the idea of berms in the middle of Michigan Avenue. Aesthetically speaking greenery along the sidewalk area is fine. Maintenance is much more efficient when greenery is located near the ground. No reason why it has to be in the middle of the road, blocking vision and traffic patterns. Our biggest objection to berms is the obstruction of traffic patterns. The City needs to be encouraging patrons to turn back into the City if they so desire, not projecting them east, away from the City. The more confusing it is, the more likely they will just head out of the City. This seems detrimental to our overall goal of revitalization.” (*All of the above concerns were specifically addressed in the meetings of the Michigan Avenue subcommittee, which were open to all concerned parties. It was specifically stated by many members of the committee that although they didn’t agree with every detail of the proposed streetscape, that the berm should be installed for the greater good of the City and to distinguish the approach to the Capitol Building of the State of*



*Michigan. As with all recommendations, the Public Service Department will further review the issues during the detailed planning for each project, taking all factors into consideration.)*

- “An overall concern we have on improvements is the money issue. No matter the source, what governmental entity could afford anything past essential? At a time when the country, state, county and city talk of trimming and cuts, how can such improvements be justified?” *(The subcommittees are offering their recommendations for consideration. Review of individual recommendations during project planning and design will consider cost, operational issues, applicable codes and other issues that arise.)*
- Discrepancy on number of actual attendees at Open House, not including City staff or representatives. *(Public Service Department re-confirmed number of outside attendees as 60+)*
- “It is unfortunate that Lansing is not seizing the opportunity to improve its storm water management by being a leader in environmentally sustainable storm water management by encouraging rain barrels, rain gardens, permeable parking lots, and ordinances to decrease unnecessary impermeable surfaces. Disconnecting footing drains is not enough. Once again Lansing is setting itself up to be a follower rather than a leader in innovative ways to improve our natural and human environment. Instead, as this report demonstrates by its lack of alternative storm water management approaches, we are simply trying to get the storm water to the river faster. At least it will not have human sewage, but it will still be laden with dog droppings, pesticides, soil, fertilizers, motor oil, etc. It is recommended that if the Task Force chooses not to address this issue then it at least explain why.” *(Reviewers noted that storm water management was not included in the scope of this Task Force, and confirmed that the Public Service Department has begun addressing the above concerns in its Phase II Storm Water Permit program.)*
- “Illuminated street name signs are expensive \$6-8k per intersection and MDOT doesn’t participate in either installation or maintenance/energy. We have been looking at the use of these at key

locations, but not for an entire area. We are seriously considering mast installation of larger, static street name signs in the very near future.”

- “MDOT’s standard for signals is the diagonal span. They will consider mast arms, or box spans if the local agency pays the difference. Again this is an idea worth considering, but since there wouldn’t be a safety/operational benefit to motorists or pedestrians, it would be a hard sell to use any Act 51 money for these “aesthetic” improvements, especially when the signals downtown were modernized recently.”
- Suggestion to add the Principal Shopping District and/or LEPFA into the list of downtown stakeholders. *(Reviewers felt this was implied by the existing list.)*
- It was suggested to make the segmentation maps with different line types as well as color. This way if someone wants a copy, they won’t need a color printer/copier to do so. *(Line lengths are too short in many cases to use varying line type to differentiate the lines.)*

## In Support of Volume I:

- “I feel there are several good ideas. I did not find anything that was not in accordance to what I heard in committee meetings.”
- “Overall, the report is very good and I am glad the administration is going to such lengths to properly plan and provide an opportunity for public input.”
- “Using volunteers to improve community relations is a great idea.”
- “I thought the Task Force Review draft layout, graphics and content information was well done and easily readable in ‘laymen’s terms’. Good job to those who participated in putting this draft together.”
- “Adding trees seems great. The suggested trees are appropriate because so far they are not on the diseased list.”
- “Enhancing the river with more paths sounds great since this is an obvious asset of our city.”
- “The 2020 Task Force Draft is extremely well done and should prove to be an effective tool for community educational purposes.”





# Clean Rivers

When the CSO Control Program is completed in 2020, we will have constructed new water-tight sanitary sewers covering over 6,000 acres in Lansing, and eliminated 1.65 billion gallons of untreated combined sewage per year from entering the Grand and Red Cedar Rivers. This is a significant legacy in infrastructure improvement and water quality protection we are giving future generations, and we should be proud.





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